

MARTELL'S BRANDIES.

ONE STAR
V. O.

TWO STAR
V. S. O.

THREE STAR
V. S. O. P.



BOTTLED IN COGNAC
AND GUARANTEED
PURE GRAPE BRANDY

BY
MARTELL & CO.

SOLE AGENTS

GANDE, PRICE
& CO., LTD.,

WINE & SPIRIT
MERCHANTS.

QUEEN'S ROAD CENTRAL
HONGKONG.

Tel. C. No. 135.

DAIRY FARM NEWS.

ICE CREAM

PINTS and QUARTS
.80 \$1.50

IN ALL
POPULAR FLAVOURS.

SPECIAL
LACTO STRAWBERRY ICE

.75 Per Quart

Delivered Anywhere.

Dont ask for a Disinfectant,
Demand



it is

ECONOMICAL and EFFECTIVE
SPRAY FREELY.

Best
CAMERAS
LENSES
BINOCULARS!
ALL GOERZ

Well known throughout the World. Every
one is guaranteed. Price—Moderate.
Obtainable at all Photographic Dealers.

SHOW ROOM:
20-22, DES VŒUX ROAD C.

SOLE AGENT

HALL, LAW & CO.

TEL. 3217.



WE HAVE NOW REMOVED TO OUR NEW PREMISES,

SITUATED IN THE

NEW ASIATIC BUILDING,
QUEEN'S ROAD CENTRAL

THE PHARMACY,
(FLETCHER & CO. LTD.)

26, QUEEN'S ROAD CENTRAL.

TEL. 345.

TEL. 345.

SOCIALISTS AT THE PLOUGH.

MR. LLOYD GEORGE ON SALUTARY
LESSONS.

Mr. Lloyd George, addressing a meeting arranged by the Northern Liberal Federation at West Hartlepool on March 1st, said:—"It was with some pain that I read this morning the speech by the Duke of Northumberland. I am not one of those who have an extravagant opinion of dukes. (Laughter.) But I thought they might behave a little better than that. In that speech he was good enough, in addressing the dukes and knights of the Primrose League, to say that Liberals had not the minds that would rise to the level of patriotism and sacrifice and understanding of the Empire. It is just that kind of silly insolence (cheers) which characterizes most, if not all, of the utterances of this nobleman."

"In the last war there were thousands of young Liberals who sacrificed their lives out of a sense of patriotic duty to their country and the Empire, in those terrible battles which were so inadequately and so inaccurately described by the Duke of Northumberland from behind the lines. (Cheers and laughter.) And there were many of us Liberals—your chairman, myself, Mr. Asquith, Lord Grey—who did something to organize the resources of the Empire out of a sense of patriotic duty, and I think we may claim we did not do it badly. (Cheers.) But in the hour of emergency Liberals came forward, Liberals fought, Liberals died, just like men of any other party, Liberals assisted in every quarter and in every way, but forsooth when the emergency is past we have not the minds, we cannot rise to the level, the intellectual level, of the dukes and knights of the Primrose League (laughter) gathered in festive array at the Connaught Rooms, not high enough to be able to perceive Empire and patriotic duty."

"The fact of the matter is they do not like Liberalism. They would rather it were out of the way. They are just the sort of crude artists who like to draw primitive pictures of bearded villains with bombs in their hands and call them Bolsheviks, and then say to the people: 'Toryism is the only thing that will save you from that horror.' And here comes Liberalism meddling, spoiling the picture, and saying: 'That is not your only choice. The only choice is not between the anarchist and anti-liberals. (Laughter.) There is another. There is the old party that has led this country along the paths of freedom, wise improvement, safety at many a time from revolution and disaster. Trust to them.' And they can't stand it. Mr. Baldwin said last night, 'Don't bother about the Liberal Party.' They will have to bother a good deal about the Liberal Party. (Cheers.) There were four millions and a quarter who voted for it last time, and you cannot exterminate them. They will still be there and a good many more next time. (Cheers.)"

"Unity came too late to enable Liberals to organize the full strength of their forces for the last election. But it did improve their position very materially throughout the country. If they proceeded to organize and to educate the electorate as to what Liberalism had accomplished in the past as a guarantee of what it was able to undertake in the years to come, great things would be achieved. Liberalism had always been disrupted by great wars. All that mattered was that to-day it presented an unbroken front."

"It had been contended that because the Liberals helped the Socialists to turn out a Conservative Administration, and thus opened the door for the formation of a Socialist Government, that they were therefore, as Liberals, committed to a Socialist direction of affairs. That was absurd. They voted out the Conservative Administration because of its proved and almost universally acknowledged incompetence. It was not a very high compliment to pay to the existing Ministers to say, whatever their defects, or their shortcomings, they were infinitely better than the men they supplanted. (Cheers.) But the vote that turned out the Tory Government and enabled a Socialist Government to be formed did not commit the Liberal Party to support Socialism in any shape or form. If this Government were in a moment of folly to propose a capital levy, or measures for the overthrow of private enterprise, the whole of the Liberal Party would vote against them without regard to the effect on the fortunes of the Government. (Cheers.)"

ATTITUDE TO THE GOVERNMENT.

"The Government announced their intention of building the five additional cruisers. A very considerable number of Liberals thought that proposal extravagant, provocative, and contrary to the professions made by both the Labour and Liberal parties at the election; and they challenged the decision of the Government. The Conservatives trooped through that Lobby side by side with the extreme Socialists, with the result that the life of the Socialist Government was prolonged, entirely owing to the direct intervention of the Conservative Party. He was not criticizing their behaviour, and certainly not condemning it, but pointing out that in essence their attitude towards the Government was identical with that of the Liberal Party."

"In spite of the exalted professions of their Socialist friends we had not yet reached the 'Immortal Hour.' It was just like the luck of Britain that the first experiment in a Socialist Administration had come under conditions where it could do the least harm, nay, even conditions under which it might do a great deal of good. The experience was already having a most salutary effect upon the most impetuous souls of the Socialist Party. I am all for leaving them for some time between the handles of the plough," said Mr. Lloyd George. "They will soon have cooling heads and weary hearts, but very much wiser heads. Mr. Ramsay MacDonald, the principal aviator in the air squadron of Socialism, has spent most of

his lifetime in displaying his skill amongst the great white clouds of Socialist idealism. He is quite a changed man since he joined the infantry, and has had to trudge along mother earth carrying his knapsack." (Laughter and cheers.)

HIS TAILOR'S BILL.

Even an unpaid tailor's bill has its use, provided it be for a sufficiently large sum and the snip be of recognized class. It was by happening to possess such a document in his pocket and displaying it as a voucher of respectability that a lively but friendless undergraduate in London the other night was able to secure admission to a night club when all other means had failed. The porter, gazing with awe on the total, admitted that the youth who could command such credit was without doubt of the class of "It."

PASCALL'S SWEETS

AND

EASTER
EGGS.

A

Large
Assortment

Just
Landed.

BLUE BIRD
CAFE

CHINA BUILDING.

THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Venereal Diseases. SOLD BY LEADING CHEMISTS, PHARMACISTS AND DRUGGISTS. DR. L. CLAUDE, 10, rue de Valenciennes, PARIS. DR. H. H. HALL, 10, BROADWAY, NEW YORK CITY. OR 61, FIRST STREET, SAN FRANCISCO.

WORLD THEATRE

Beginning 9th, WEDNESDAY, till 12th, SATURDAY.

at 5.15 p.m. and 9.15 p.m.

MAY ALLISON

is

LAUGHTER & TEARS
SUNSHINE & STORM

in

The Tense, Emotional Role of

"The WOMAN WHO
FOOLED HERSELF."

FELIX THE CAT
LEADS a HAND

CAMMELL LAIRD & Co., Ltd.

Controlling THE LEEDS FORGE CO., NEWLAY WHEEL CO., Etc.
Birkenhead, Sheffield, Nottingham, Birmingham,
Leeds, Penistone and London.

PASSENGER, CARGO & WAR SHIPS.
MARINE ENGINES & BOILERS

CRANK SHAFTS, BOILER PLATES, SHAFING.

13, PEKING ROAD, SHANGHAI.

BOWERN & CO.,

No. 8, MUSEUM ROAD,
SHANGHAI.

Member, British Chamber of Commerce
(Shanghai). Mr. T. W. BOWERN, Fellow of
the Institute of Chartered Shipbrokers, Incorporated
by Royal Charter, London.

STEAMSHIP AGENTS AND SHIPBROKERS

For the Purchase, Sale and Charter of Vessels
of any Tonnage, Passenger and/or Cargo, New
and/or Old, with delivery China at Very Low
Prices.

"SAVAGE OPERATORS, MARINE SURVEYORS,
ATTORNEYS, COAL MERCHANTS,
FREIGHT BROKERS, METAL MERCHANTS,
Machinery For Sale, New and Old in First
Class Condition.

IMPORTERS AND EXPORTERS, SHARE-BROKER
(Members, Shanghai Share-Brokers' Association).

SOLE AGENTS FOR CHINA:—
GREEN'S PATENT ANCHORS.
SANTAL WILKIN & Co., Ltd. (Sheffield),
High-Class Steel Manufacturers (Tank
Brand).

Catalogues and Price-Lists on application.

(Enquiries Welcomed.)

CABLE ADDRESS: BOWERN, SHANGHAI.
CODES: Bentley's, Scott's, A.B.C.
5th Edition and Improved.

HOW TO GET GOOD SERVICE FROM

MICHELIN TYRES.

Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly buy **MICHELIN** tyres from us and follow the above advice and tyre satisfaction is assured.



Telephone 3438.

China Building, 1st Floor.

SPECIFY S. K. F. BALL BEARINGS

ON ALL MACHINES YOU ORDER.

We can supply Bearings for all kinds of Machines.
POWER SAVING. NO HOT BEARINGS.
SELF ALIGNING REQUIRE LESS ATTENTION.

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD
SOLE AGENTS FOR HONGKONG.

Tel. Central 238. Address: 2, Queen's Buildings.

RADIO.

"TUNE IN" with a RAY-O-VAC "B" Battery using at the same time a RAY-O-VAC "A" Dry Cell Battery for your Filaments. See how clearly the signals will come in.

The National Radio-Engineering Company of Atlanta, Georgia, covering an investigation made by them in the interest of Railway Electrical Engineers, report that—

The "Battery is the most important part of the radio apparatus, and many causes of trouble in instruments are often caused by poor batteries. . . . We have found only one make of Battery that is so constructed that satisfactory service can be obtained on heavy duty such as work of the class we are undertaking. The "RAY-O-VAC" Batteries have stood all the tests and have proven their construction and material by actual use. . . . They have proved ABSOLUTELY SATISFACTORY IN EVERY WAY."

These Batteries are now obtainable from:—

DE SOUSA & CO., LTD.

7TH FLOOR, CHINA BUILDING.

Tel. No.—CENTRAL 1254.

BICYCLES

Telephone **LADIES', GENTLEMEN'S OR TANDEM** Telephone
K711. FOR HIRE OR SALE. K711.

NEW RACER JUST ARRIVED.

Excellent Opportunities for Competants in Bicycle Races.

HANG LEE CYCLE CO.,

39, HATHING ROAD, KOWLOON.
Next to PALACE HOTEL.

To think of

SEA-GRASS and RATTAN FURNITURE
that will give you the Utmost SATISFACTION in
every point of EXCELLENCE is

to think of

"DO BE CHAIRFUL" COMPANY

51, Queen's Road Central.

Makers of Furniture, the QUALITY of which has long
been accepted by knowledgy Furniture-buyers as the
STANDARD OF MERIT.

PIANOS FOR SALE OR HIRE.

TSANG FOOK PIANO CO.,

Tel. 3127.

94A, WANCHAI ROAD.



The New Route to EUROPE

FROM the Orient via the Admiral Oriental Line to Seattle or the Pacific Mail Steamship Company to San Francisco, to New York by rail—to Europe via the United States Lines.

Through reservations at special rates. U. S. Lines Agents in Seattle and San Francisco meet all ships.

UNITED STATES LINES

Agents
ADMIRAL ORIENTAL LINE

4, Des Vaux Road, Hongkong.

PACIFIC MAIL STEAMSHIP COMPANY

Queen's Building, Hongkong.
Agencies in Principal Cities

Managing Operators for U. S. SHIPPING BOARD

A HONGKONG WEDDING AT HOME.

CEREMONY AT WESTGATE-ON-SEA.

The following account of the wedding of Mr. T. G. Weall and Miss Mary Ida Reece (both of whom are well known in Hongkong) is from the *Idle of Thaur Gazette*:—

A wedding took place at St. Saviour's Westgate-on-Sea, on Saturday, March 1st, between Mr. Thomas Graham Weall and Miss Mary Ida Reece. The Rev. G. Tait (Vicar of Meopham), officiated, assisted by the Rev. C. Pendock Banks (Vicar of St. Saviour's), and there was a large gathering of relations and friends. The service was fully choral, Mr. Jardine presiding at the organ. The ceremony commenced with a procession of hymn, "Lead us, Heavenly Father, lead us," on the bride's arrival, and concluded with Mendelssohn's "Wedding March," as the newly-married couple left the church. The bride was given away by her father, Mr. J. E. Reece, and wore a dress of cream crepe-de-chine and a court train of cream chiffon velvet lined with pale pink. The veil, when is a family heirloom, was of old Brussels lace. She carried a sheaf of Madonna lilies, and wore a diamond cluster brooch, the gift of the bridegroom. The bridesmaids were two small girls, Yvonne Shenton and Mary Friend, who wore pale pink georgette dresses with hair bands of parma violets and roses, carrying baskets of violets and carnations, and Miss Vera Godson and Miss Violet Weall, who wore dresses of mauve satin tulle, with oxidized silver lace hats. They carried bouquets of pale pink carnations, and wore Zircon brooches, the gift of the bridegroom. The bride's mother was attired in grey brocade with black and silver hat, and carried a bouquet of pink and mauve tulips. After the ceremony, a reception was held at Sharnstead Court, kindly lent by Mrs. Godson. The bride's going-away dress was of fawn marocain trimmed with fur, and a nigger-brown hat with terra cotta plume. The presents, which were tastefully displayed at the reception, were handsome and numerous. The bride and bridegroom left by car for Dover, en route for the Italian Riviera, where they had arranged to spend the honeymoon. They returned to Hongkong in August, where they will take up their residence.

HONGKONG SHARE REPORT.

Messrs. Benjamin and Potts in their weekly share report dated April 11th, say:—

The period under review has been a quiet one and dullness and lack of business have been the prevailing features of the market in regard to both investment and speculative stocks, but towards the close a little more enquiry is in evidence.

Banks.—Hongkong and Shanghai Banks have been dealt at \$1,163/\$1,170 and are wanted at the close at the former rate. The latest cable quotation from London is £132 (middle).

Marine and Fire Insurances.—Unions were booked in the early part of the week at \$245, but might now be obtained slightly below this rate. North China are quoted for at \$140 Yangtze's at \$27 and Hongkong Fires at \$525. There have been no movements in Canton's at \$750, China Underwriter's at \$110 and China Fires at \$145.

Shipping.—"Star" Fergies were bought at \$88/\$89, but the demand has since slackened. Hongkong, Canton and Macao Steamboats were done at \$40/\$41, but close with buyers at \$39. Union Water-boats have firmed up to \$10. Douglas Steamships are in request at \$59.

Refineries.—China Sugars at \$215 continue quiet and shares could probably be had slightly below this rate. Malabons are on offer at \$20.

Oils and Mining.—"Shell" Transports are in demand at 91/6. Benguets could be placed at P. 150. Langkats have fallen away to Tls. 26 at which sales have been effected. Kailans are to be had locally in the neighbourhood of 64/.

Electric Companies.—Hongkong Electric have been placed at \$351/\$352. Hongkong Trams after touching \$201 have fallen back to \$22. China Lights (Old) have been negotiated at \$14 and the new shares at \$5.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have gradually sagged away to a buying rate of \$147. Hongkong and Kowloon Wharves weakened to \$160, but are a little firmer with buyers at \$161. Hongkew Wharves are in demand at Tls. 190 and New Engineering at Tls. 530.

Lands, Hotels and Buildings.—Hongkong Lands further receded, the market falling to \$110, but at this price buyers come in and the price has advanced to \$113. Hongkong Realty's at \$21, Prince's Buildings at \$150 and Hongkong and Shanghai Hotels (Old) at \$19 could be placed at quotations, while the New shares at \$13 continue neglected.

Cotton Mills.—All Cottons are ruling weak, Shanghai Cottons having dropped to Tls. 60 and Ewos to Tls. 11.30. At these rates there are probable buyers, also of Orientals at Tls. 5.

Miscellaneous.—Canton Ices have changed hands at the improved price of \$8. Hongkong Engineering Constructions have again been booked at \$72. Land, Crawford's have been taken off the market at \$19. Green Island Cements continue very flat and can be had at \$25 and \$26 for the Old and New shares respectively. Peak Trams have advanced to \$17. Watsons have receded to \$50. There are enquiries for Dairy Farms at \$25, Taxicabs at \$23. Wm. Powell's at \$18 and \$16 for the Old and New shares respectively. Hongkong Developments at \$14, China Buses at \$10 and Sincere's at \$13. China Providents are steady at \$17 and \$8 for the Old and New shares respectively.

Exchange.—The T.T. selling rate on London, to-day is 2/4, and on Shanghai 73.

Forward Settlement Days.—20th April (Tuesday), 27th May (Tuesday) and 24th June (Tuesday), 1924.

HOP SING & CO.,

TYPEWRITER

DEALERS & REPAIRERS.
Supplies and Ribbons for all Makes
of Machines

22, Pottinger Street. Tel. C. 3212.

BRANCH OFFICE:

132, Tak Hing Kai, CANTON.

PUBLISHED TO-DAY.

HONGKONG WEEKLY PRESS.

CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to read Home.

JUST ARRIVED by S.S. "AMAZONE."

GRUYERES SUISSE EXTRA CHEESE CAMEMBERT CHEESE
ROQUEFORT'S SURCHOIX CHEESE
SAUQUISSON DE LYON SUR EXTRA
FRENCH BRETEL BUTTER

From THE FAMOUS DELICACY, AMIEUX-FRERES.

Quenelles de Volaille, Quenelles et garniture sauce financière, Poulet Sauté au Champagne, Escargots à la Bordelaise, Veau aux petits pois, Ragout de Monton Navarin, Saucisses fumées, Jambonneau Sur Extra, Jambon fumé, Pate de Foie Gras Extra, Cream sandwich truffée, Pate Amateurs, Creme de Gastronomie, Blos Sardines, Anchovis in bottles for Sandwich, Melt-Melo in jars, Sals Anchovis in 2 lbs. tins, Anchovis Norwegian in, barrel in glasses, Delicatesse Herrings Pickled, Smoked Sliced Salmon in Olive Oil, Best Russian Black Caviar, etc., etc.

THE FRENCH STORE,

9, Beaconsfield Arcade.

JUST RECEIVED

A SMALL STOCK OF

TOCCOS EGYPTIAN CIGARETTES
SARAH BERNHARD, Famous Lady's Cigarettes
HIGH LIFE, Famous Gentlemen's Cigarettes.

TEL. CENTRAL: 794.

The Day of the Knight is Here!

IT IS THE

WILLYS-KNIGHT

Simplest and most trouble-free type of motor ever invented.

It has the most distinctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough clearing of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exploded gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylinder rod poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

THE MERCURY MOTOR CAR CO.,

Sole Distributors.

59-61, Des Vaux Road Central.

Telephone No. 977.

Head Office: 1st floor, Telephone 1340.

S. O. A. E. O.

THE FAR EAST OXYGEN AND ACETYLENE CO., LTD.



DEALERS and MANUFACTURERS of Oxygen, Acetylene, Carbonic Acid, Ammoniac, Anhydrous sulphurous gases, Carbide of Calcium, Motor Cycle acetylene tanks, and all necessary equipment for low and high pressure autogenous welding.

Autogenous welding of all metal by Oxy-Acetylene and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vaux Road Central, 2nd Floor
Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tanks.

K Crepe for Spring wear



The rubber used in the soles of K Crepe Shoes is so tough that, after months of hard service, even the surface corrugations show scarcely any signs of wear.

Volcanised by a special process, these soles remain unaffected by temperature, while the new method which welds the two soles together without stitches, practically eliminates the risk of splitting or breaking away.

Light and flexible, K Crepe Shoes are ideal for games, walking, or driving a car.

"K" Shoe Agents in Hongkong:

Mackintosh

& CO., LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building, Des Voeux Road.

Tan Calf, No Heels

\$13.50

Tan Calf, Heavier make with Heels

\$23.50

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,

GENERAL MANAGERS,
HONGKONG.

GREAT REDUCTION SALE

ALL KINDS OF LADIES FANCY GOODS

including Swarovski Drawn Work, Canton Embroidery, Hand-made Lace, Ivory wares, Beaded Works, etc., etc.

DON'T MISS THIS OPPORTUNITY.

CHINA DRAWN WORK CO.

(YUEN CHEONG)

40, Queen's Road Central.

GRAND SALE.

20 DAYS ONLY

ENDING APRIL 19.

EXCEPTIONAL REDUCTIONS IN EVERY DEPARTMENT.

GRASP THIS OPPORTUNITY.

THE WING ON CO., LTD.

LATEST MODEL

LADIES'

SPRING HATS

Are Smarter Than Ever.

PRICES REASONABLE.

Large Range of New Flowers

YEE SANG FAT CO.

KOWLOON BOWLING GREEN CLUB.

ANNUAL MEETING.

MEMBER CREATES A SENSATION.

SHOULD SEA-GOING MEMBERS BE ALLOWED TO VOTE?

The annual meeting of the Kowloon Bowling Green Club was held last evening in the Club House, the President (Mr. L. Guy) being in the chair. He was supported by the Vice-President (Mr. J. H. Donithorne), Mr. J. B. Hamilton (Hon. Secretary), Mr. R. Lapsley (Hon. Treasurer) and the members of the Committee.

Towards the close of the meeting, a sensation was caused by a sea-going member, Mr. C. W. Alexander, resigning as a protest against the rule debarbing sea-going members from voting.

Before asking the members to agree to the signing of the minutes of the last annual meeting, the Chairman remarked that the Club was still waiting for exact information from the Government regarding the new Club premises. At present they did not know what would happen and he thought nothing would be known until the Military Authorities had made up their minds and the Government had taken over the land in question.

The Chairman, in commenting on the recent and accounts, remarked on the addition to the grounds of the Club. Following an intimation that the Government would look favourably on the Club's application for the piece of ground stretching from the entrance of the Kowloon Cricket Club to Cox's Path, the Committee asked Messrs. Edwards and Gow to apply on behalf of the Club. The acting Colonial Secretary, after several interviews with Mr. Edwards, personally inspected the ground and recommended the application be granted. The Government also granted the narrow strip between the Club's old fence and the K.C.C. cinder track, which enabled them to bring the fence in alignment from Cox's Path to King's Park Path. The best thanks of the Club were due to Mr. Edwards for interviewing the Colonial Secretary and for pressing forward the application in every possible way; also to Mr. Gow for his valuable services. They were also indebted to Mr. Blackmore, a new member, who measured up the ground, drew up plans and obtained a contract for putting the ground in order.

The profit on the working year was \$617.71, which was rather lower than last year. During the year 34 new members had joined the Club, which was very satisfactory. There was still room for a few more members but the time was coming when he thought they would have to take steps to limit the membership to 200 or 250.

Referring to the Club competitions, the Chairman said he was pleased to see that several new names had crept into the prize list during the year. He hoped this would continue. They required new blood, more especially this year, as they had decided to enter two teams in the League this season. The off season competition for the "Dewar" Cup was not being competed for with the usual zest. There had been a number of new tennis players on the Courts, and he thought they would have a number of good players next season, but he could not help remarking that the Courts were an expensive item to the Club, and it might be necessary, later on, to raise the subscription slightly, or obtain money by some other method.

The Chairman then made reference to the deaths of several members during the year.

He expressed thanks to the donors of last year's prizes. He then reviewed the accounts for the year. In the working account there was an increase in bar purchases and bar expenses; chiefly due to extras. Repairs and renewals had increased from \$109 in 1922 to \$1,217.70; mainly due to the erection of wire fence round the new portion of the ground and expenditure on the new tennis courts. There had been a decrease of expenditure on entertaining during the year, thanks to the economic methods of the Bar Committee. He also detailed several other items of minor importance.

The adoption of the report and accounts was carried unanimously on the motion of Mr. Farrell, seconded by Mr. Miller.

On the motion of the Chairman it was agreed that an honorarium of \$200 be paid to the Hon. Secretary and Hon. Treasurer for the past year.

THE ELECTION OF OFFICERS.

Mr. J. H. Donithorne, the Vice-President of the Club, having expressed a desire to be relieved from the Vice-Presidency for the ensuing year, the Chairman moved that Mr. R. Lapsley be elected to that position. The motion was seconded by Mr. Nicholl and carried with acclamation. Mr. Lapsley briefly returned thanks.

The following other officials were elected:

Mr. Peter Farrell, Vice-President.
Mr. A. R. Whitley, Hon. Secretary.
Mr. D. Gow, Hon. Treasurer.
General Committee.—Messrs. W. Russell, W. McKay, R. Hall, D. Keith, B. Wyllie, C. Atkinson and D. Harvey.
Ballotting Committee.—Messrs. A. M. Simpson, J. S. McIntosh, J. Kynoch, W. Greig and H. Nish.

The retiring President then proposed Mr. R. Lapsley as a life member of the Club, pointing out that he had done yeoman service for the Club, being one of its founders and had been treasurer for the last three years.

Mr. Atkinson seconded the motion and was carried with acclamation.

Mr. Lapsley expressed pride at the honour accorded him.

Volunteers for prizes for this year's competitions were then called for and the following promises were recorded:—Messrs. B. Wyllie, D. Gow, J. H. Donithorne, L. Guy, W. Russell, W. Macfarlane, D. Keith, R. Hall, the Belfast men, the Kentish men and the Dundee men.

(Continued at foot of next column.)

SPORT.

TENNIS.

YESTERDAY'S COMPETITIONS.

Worthington and Redmond experienced no difficulty in beating Hattersley Smith and G. Williams in the Open Doubles match yesterday, winning by three straight sets. The losers at times got in some good cross court shots and an occasional good service but they were beaten time and again by the place shots of their opponents, particularly down the centre of the Courts.

Results:—
OPEN DOUBLES.—R. E. Worthington and F. A. Redmond beat J. Hattersley Smith and G. Williams, 6-1, 6-2, 6-2; S. H. and D. Inall walk over from S. E. Green and T. Lay.

CLUB CHAMPIONSHIP.—R. M. Henderson beat A. S. Hett, 6-4, 6-0, 6-2.

HANDICAP DOUBLES.—L. Foster and G. E. Aubrey (—3/6) beat M. M. Maas and A. B. Raworth (—3/6), 6-0, 3-6, 6-3.

MIXED DOUBLES.—Mr. and Mrs. Stark (+4/6) beat G. R. More and Miss Owen Hughes (+15), 7-5, 6-2.

HANDICAP SINGLES.—R. A. H. Penn walk over from G. D. Jellings.

FOOTBALL.

The following matches have been arranged for to-day:—

HONGKONG LEAGUE.

Division I.

(Kick-off at 4.45 p.m.)

Hongkong Club v. South China, Hongkong Club ground. Referee: Mr. Spencer.

R.G.A. v. H.M.S. Titania, Sookunpoo "A" ground. Referee: Mr. Holland.

H.M.S. Ambrose v. Kowloon, Navy "A" ground. Referee: Mr. Smith.

Division II.

(Kick-off at 3.15 p.m.)

R.G.A. Reserves v. H.M.S. Marston, Sookunpoo "A" ground. Referee: Mr. Smyth.

H.M.S. Bluebell v. Club de Recreo, Navy "A" ground. Referee: Mr. Bailey.

CRICKET.

"KWO" v. "WAYFOONG."

The following will represent Ewo this afternoon on the C.R.C. ground, at 2.15 p.m.:—G. H. Piercy (capt.), W. Brackenridge, W. B. Cornaby, W. Galloway, G. H. Gompertz, H. E. Holland, W. D. Jamie, R. E. Macdonald, W. W. MacKenzie, N. L. H. Raitlen and P. Tod.

Mr. R. Hall raised a mild protest at the existing state of lethargy in playing off competitions and thought something should be done to ensure that matches were played off on the dates fixed.

The Chairman said he firmly believed in the dates being adhered to. He would do his best to get the Committee to see that the rule was enforced.

A STRONG PROTEST.

SEA-GOING MEMBER RESIGNS.

So far the meeting had proceeded with- out untoward incident when Mr. C. W. Alexander, a sea-going member, expressed his disgust at not being allowed to register a vote at the meeting and as a protest caused a sensation by saying that he had "finished with the Club altogether."

The Chairman read out the rule on the point, a portion of which read "Sea-going members shall have no voice in the management of the Club."

Mr. Alexander said that years ago he was a full member of the Club and had a voice in its affairs, but now he was a sea-going member that privilege was denied.

A Voice: Put him up for life-membership.

Mr. Alexander: I decline it. All I want is fair treatment. I have paid subscriptions into this Club for the last 24 years and have never been a defaulter. The best thing to do is to let the Club go. I have finished with it.

Mr. Wyllie questioned whether the word "management" in the rule meant that a sea-going member was not entitled to vote. He doubted very much whether the mere casting of a vote at a general meeting could be construed as coming within the meaning of the word.

Mr. Alexander: I consider your rule 20 wants revising and all I want to say is that I have finished with the whole business.

The Chairman thought Mr. Alexander very unjust in his remarks. That gentleman had often been to Committee meetings and knew perfectly well that sea-going members were not entitled to vote. Mr. Alexander had once been a full member and he asked him if he had ever used his vote when that privilege was accorded him.

Mr. Alexander: Why can't I vote now?

Mr. Guy expressed sympathy with Mr. Alexander, in view of the fact that it was he who first taught him bowls, but he could not help feeling that as sea-going members paid a reduced subscription and frequented the Club freely that they were not entitled to vote. He asked Mr. Alexander to forget all he had said at the meeting.

Mr. Alexander: No, I am finishing. I thank Mr. Gow, and I have paid more money into this Club than any other member, but now that I'm at sea and have only paid \$6 a year for the last few years this is the way I am treated. I feel it very much that as one of the founders of this Club I have no voice in its management.

At that moment the result of the vote of the balloting Committee was announced, which put an end to the incident, the Chairman hurriedly closing the meeting.

NOTICE.

THE HONGKONG HOTEL
desires to announce that the New Roof Garden Entrance will be available for Guests attending the Dinner to His Majesty SM WM. REES-DAVISON SATURDAY EVENING Next.

THE HONGKONG & SHANGHAI HOTELS, LTD.

CHEUNG CHOW.

MODERN Cottage to Let, Furnished, from May 1st. Two Bedrooms, Large Sitting Room, Garden. Near Bathing Beach. Write C. C. Ho, Hongkong Daily Press.

C. E. WARREN CO., LTD.

SANITARY ENGINEERS, MONUMENTALISTS, &c.

OFFICES: 98A, Wanchai Road, HONGKONG.

ALL KINDS OF BUILDERS' REQUISITES IN STOCK.

Soil, Vent and Rain Water Pipes, Floor and Wall Tiles, Baths, Basins, Bath Fittings, Waterheaters for Gas, Oil or Coal Fuel. Also a Few Chip Heaters.

OPEN AND CLOSED GRATES, COOKING RANGES.

ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS, HOT WATER SYSTEMS, &c.

GENERAL REPAIRS PROMPTLY ATTENDED TO.

Specialists in Monumental Work—Cut in Italian Marble or Hongkong Granite.

JUST RECEIVED: A SHIPMENT OF ITALIAN MARBLE FLOOR TILES.

Prices on Application.

ARTIFICIAL WRATHS—FROM 8' to 18' DIAMETER IN STOCK. (1448)

RUSSO-ASIATIC BANK.

CAPITAL (FULLY PAID) ... 25,000,000
RESERVE FUND ... 25,000,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVERNMENT ... 25,000,000
RESERVE FUND ... 1,750,000

HEAD OFFICE: Paris, 9, Rue Bonaparte.

LONDON OFFICE: 64, Old Broad Street, E.C.2.

BRANCHES: Lyons, Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

New York, The Irving Bank, Columbia Trust Company.

San Francisco, The Crocker National Bank of San Francisco.

Branches in Asia: Hankow, Manchouli, Tientsin, Harbin, Newchwang, Urumchi, Dairen, Hongkong, Peking, Yokohama, Kashgar, Shanghai.

HONGKONG BRANCH: Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

L. BAINES, Manager.

THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華

Head Office: Alexandra Building, Chater Road.

GENERAL Banking and Exchange Business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at Rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU, Chief Manager.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes—YI.

TO LET—One Well-Lighted OFFICE Room on Top Floor, 6, QUEEN'S ROAD CENTRAL. Apply—GANDY, PRICE & CO., Ltd.

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1923. With Index. Price—\$7.50.

On sale at the Hongkong Daily Press Office.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR FOYT, MONTGOMERIE AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"LAHORE"

carrying His Majesty's Mails, will be despatched from this port at Noon, on WEDNESDAY, the 16th April, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this steamer proceeding to Bombay and there transhipped to the on-arriving Steamer for Marseilles and London.

Parcels will be received at the Office up to 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 10th April, 1924. (620)

S.S. "CHAMBERD."

SERVICES CONTRACTUALS, DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, also Cargo ex "VILLE DE METZ" from Bordeaux in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 14th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th instant, or they will not be recognized.

All damaged packages will be examined on Monday, the 14th instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODEFUSER, Acting Agent.

Hongkong, 8th April, 1924. (607)

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "HELENUS" are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf.

The Cargo will be ready for delivery from Godown on and after 9th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th April or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th April, 1924. (608)

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE MOTOR SHIP

"CHILE" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th of April, 1924, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Goddard and Douglas on the 18th April, 1924, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 21st April, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hongkong, 11th April, 1924. (624)

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG AND ANTWERP.

THE Steamship

"VORWARTS" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong-Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 10th instant, at 10 a.m.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by NIELSEN & VESTERGAARD, Agents.

Hongkong, 10th April, 1924. (619)

PIRACY OF THE S.S. "SEIXAL."

THREE GUARDS KILLED: ONE SERIOUSLY WOUNDED.
FORTY PASSENGERS TAKEN CAPTIVE.

[FROM A CANTON CORRESPONDENT.]

To the long list of pirates, which has been a characteristic feature of the danger of navigation in the Canton Delta within the past few months, must be added the piracy of the Portuguese steamer *Seixal*, brief details of which have appeared in the local press.

The *Seixal* is a small river steamer of 227 tons, running between Canton and Wuchow. She left for Wuchow on Thursday April 5th, at 10.30 a.m., with 200 passengers on board and a full load of general cargo. She was under the command of Capt. J. R. Assis, and carried a Chief Engineer, Mr. A. Jorge. Apart from these two, the other officers were Chinese. She also had on board an armed guard of six Indians.

All went well until Sam Shan was reached, at about 8.30 p.m., when the first indication of trouble was given. Shots were fired and the pirates made a sudden rush, killing outright one Indian guard on duty. The pirates numbered about 40, and simultaneously a rush was made for the guard's quarters on the upper deck. Here they shot and killed two more Indian guards, and seriously wounded another who was off duty. The arms of these guards were stolen, and the other two watchmen barely managed to escape. After the guards had been accounted for, a rush was made for the cabins of the Captain and Engineer. The pirates held both officers prisoners in their cabins and mounted sentry at the door. They took away all the money, clothing and valuables obtainable in the officers' cabins, and then assumed control of the vessel, keeping the pilot at his position by threatening to shoot him if their orders were disobeyed. Three quarters of an hour later Sam Shan was reached and here, after giving two blasts, which were repeated three times, a good number of boats came alongside with close on 40 pirates, thus increasing the number of pirates to near 80. A systematic search of the vessel was then commenced, and, after ransacking the Comproadore Department completely, they proceeded to rob the passengers who were herded together in the second class compartment. One of the passengers, out of sheer fright, tried to escape and was immediately shot down. The remaining passengers were tied together and taken captive when the pirates left the vessel, after they had been in control of the ship for nearly three hours. At this point the pirates left the vessel and on reaching the shore they fired on the ship. The *Seixal*, after her release, proceeded to Sam Shui, the nearest port, where the matter was reported to the Customs Authorities who immediately telegraphed the news to the Portuguese Consul at Canton. The wounded guard was landed at Sam Shui and taken by rail to Canton under the care of the Chief Engineer, Mr. Jorge. The Macao Authorities were immediately communicated with and they despatched the armed launch *Comandante Talone* and *Dominio* (Capt.) to Sam Shui to fetch the ill-fated steamer.

The *Seixal* returned to Canton on Sunday morning escorted by the armed launch. She presented a sorry spectacle with her upper bridge a mass of wreckage, and the officers' and the first class cabins all badly broken. She had on board the bodies of the three guards and one Chinese passenger, and she anchored in mid-stream opposite the Customs' Quarters at Honam.

Interviewed, Capt. Assis related his gruesome experience and the rough treatment he received at the hands of the pirates. He was writing up his log when the sound of shots was heard, and before he was aware of anything he received a blow on the head with the butt of a pistol, and was asked to hand over anything of value he had. He was then taken out of his cabin by the pirates and told to show them the Comproadore or Assistant Comproadore. The Comproadore did not make the trip on this occasion, and when the Assistant Comproadore was indicated to show he was made captive and made to show the safe, which was forced open as the key was lost.

It is estimated that the total booty the pirates got away with amounted to nearly \$60,000. In cash alone the amount must have been nearly \$40,000, as it is believed this amount was in the Comproadore's safe. Most of the money represented remittances made by Chinese firms in Canton to their constituents in Wuchow, as there are practically no banking facilities at the latter port, thus necessitating payments in cash. Apart from this the losses of the officers and passengers must be taken into consideration, as quite a quantity of clothing, money, and jewellery were stolen from them.

THE EXCHANGE CASE.

JUDGMENT FOR THE PLAINTIFFS.

Judgment was delivered yesterday in the Supreme Court by his Lordship the Chief Justice (Sir William Rees Davies) in the case in which the Bank of East Asia sued Mr. J. H. N. Mody, the well-known local broker for the recovery of \$77,334.86, an amount of money for which he stood as guarantor in an exchange transaction during June, 1921, a few weeks before the Banque Industrielle closed its doors in Hongkong. Mr. Mody was given judgment on a counter-claim against the plaintiff for nearly \$6,000, which he claimed as brokerage due to him.

Mr. Eldon Potter and Mr. F. C. Jenkin, instructed by Mr. E. Davidson, were counsel for the plaintiff bank, and Mr. C. G. Alabaster, K.C., and Mr. Campbell Prosser, instructed by Messrs. Wilkinson and Grist, appeared for the defendant.

The facts of the case as set out by the plaintiffs were that on June 7th they contracted to buy, through Mr. Mody, the sum of £10,000 in sterling from the Banque Industrielle de Chine at the exchange rate of 2/6d., the money to be paid to their London agents (the London Joint City and Midland Bank) on the following day. The plaintiffs stated that in consideration thereof the plaintiffs in Hongkong paid into the Hongkong branch of the Banque Industrielle the sum of \$77,334.86. The Banque failed to deliver the £10,000 to their London agents, and they also failed to repay the amount lodged and therefore, as Mr. Mody was guarantor of the contract which had been broken, and also as the Bank of East Asia refused the contract until the defendant had become the guarantor, they were suing him for the money paid into the Hongkong Branch of the Banque Industrielle.

The statement of defence was to the effect that without their knowledge or consent the Bank of East Asia by and through their London agents had altered the terms of the contract, thereby prejudicing the defendant. In London the agents had altered the terms of the contract to read "deliver after confirmation from the Paris office of the Banque Industrielle."

In delivering judgment his Lordship outlined the facts and dealt mainly with the question of variation. The defendant had denied liability and had alleged that the plaintiff's London agent agreed, without his consent, to alter the terms of the agreement. Defendant also said that he was not notified of non-payment till two days after the Banque Industrielle had suspended payment, and had thereby lost his remedy against that Bank. In law he claimed to be discharged by a variation of contract. His Lordship considered that the chief issue of the case hung upon the question of whether or not a binding agreement amounting to a variation of contract was entered into in London between plaintiff's agents and the Banque Industrielle. He had come with out doubt to a decision upon that. The evidence on the facts constituting alleged variation was contained entirely in telegrams and correspondence passing between plaintiffs and their London agents.

Accepting the facts as they appeared on the telegrams and letter to which his Lordship referred, what was the legal position? He must state that defendant had said that guaranteeing a transaction of this kind was most unusual, and this was the only transaction of the kind he had guaranteed. A statement of the law being acquiesced in by both parties, the question was whether there was a binding agreement giving time capable of enforcement. If it was a mere gratuitous forbearance without any binding agreement it could not discharge the surety.

Mr. Prosser, in an elaborate argument (continued his Lordship), had contended that when a draft is payable on demand a bank will, on default, automatically charge interest on it, and that that was a valuable consideration constituting an agreement enforceable in law. He admitted that interest was not charged, thus suggesting that the agents knew the danger of their legal position in charging it. He said, however, that it was a cash payment and involved payment of interest. That argument, his Lordship said, was open to this remark: there was no evidence that interest was charged. In fact, the contrary was admitted, and further correspondence negatived the suggestion that the payment of interest was ever contemplated.

(Continued at foot of next column.)

THE LATE HUGO STINNES.

OWNER OF SHIPS, RAILWAYS, AND NEWSPAPERS.

MILLIONAIRE MANY TIMES OVER.

The cable announcing the death of Herr Hugo Stinnes does not make it clear whether it refers to the father or to the son, both of whom bore the same names. It is presumable, however, that the cable has reference to Herr Stinnes senior, who has been known to be in indifferent health for some considerable time.

The life story of Herr Stinnes, whose name cropped up so often in post-war days in connection with Reparations Conferences and the French Occupation of the Ruhr, is that of a man who was consistently successful in all his business enterprises. It is not possible to tell a romantic story of his triumphant overthrow of early obstacles, or his laborious rise to affluence from the traditional condition of honest poverty. The fact is that Hugo Stinnes enjoyed very considerable advantages even at the outset of his career. His parents were wealthy people, and his paternal grandfather, Mathias Stinnes, was a man of great influence in the districts of Westphalia and the Ruhr when Hugo was born in 1870. At the age of 17, young Hugo Stinnes inherited his grandfather's entire business, which at the time comprised several flourishing coal-mines, and fleets of tugs and barges.

It was not long before the young man gave evidence of his remarkable business aptitude. Iron and steel came quickly into the orbit of his activities, being followed by ventures in electrical works, shipping and railways, newspaper enterprises, and hotels.

In 1914 the income of Herr Stinnes was estimated at 30,000,000 marks. This, at a time when the value of the mark was roughly a shilling, was equivalent to about £1,500,000. Latterly, despite the calamitous depreciation of the mark, and Germany's industrial difficulties, his annual income was calculated at the stupendous figure of one billion gold marks. The power which he wielded through his newspapers was enormous, his chief organ, the *Deutsche Allgemeine Zeitung*, ranking as perhaps the most influential paper in Germany.

Despite his remarkable success in other industries, Herr Stinnes was never entirely lured away from his early favourite, shipping, and a comparatively recent flotation was the Hugo Stinnes Line of steamships, trading to China and Japan. This was under the management of Hugo Stinnes, junior, who will now presumably assume the control of his father's other manifold interests.

A statement of the defence alleged that the plaintiffs by their agents bound themselves by contract with the Banque, and it was contended on defendant's behalf that those words involved a consideration. His Lordship did not agree. Consideration was necessary to the validity of a simple contract, and the pleading should in some way state or show the nature of the consideration for it. It would be impossible from the terms of the statement of the defence to infer that such a plea of consideration was to be relied upon at the trial, and in his opinion, if relied upon, should have been specifically pleaded.

His Lordship thought he had said enough to give effect to his opinion that there was no evidence before him of any binding agreement to give time to the debtor. The defendant alleged that it was the duty of plaintiffs' agents to give prompt notice to the defendant as surety of non-payment and by their failure to do so say they were guilty of *laches* and neglect of duty thereby prejudicing the defendant, who lost his remedy against the Banque. The rule in law was that the surety would be discharged if the creditor omitted to do anything he was bound to do for the protection of the surety. Mr. Prosser, relying on authorities, contended that if it was proved that the surety had been actually damaged by the *laches* of the principal creditor, he was released irrespective of the question of any duty being imposed as to giving him notice of default. In his Lordship's opinion the authorities did not confirm such a proposition. He thought the question of *laches* did not arise. In his opinion, there was no defence to the action, and there must be judgment for the plaintiffs with costs. He had given judgment for the defendant on the counter-claim and he was to have costs on the counter-claim.

Following the delivery of the judgment there was a lengthy argument between Counsel on the question of costs on the counter-claim, which caused his Lordship to remark: "I shall always remember the friendly arguments of Mr. Potter and Mr. Alabaster." His Lordship terminated further argument on the point by rising when Mr. Potter was still on his feet.

YAUMATI SHOOTING AFFRAY.

MAGISTRACY HEARING CLOSES.

ALL DEFENDANTS TO BE COMMITTED.

The three Chinese charged with being in unlawful possession of arms and with being concerned in the Yaumati shooting affray on Canton Road on the 29th December last were again brought before Mr. Lindsell at the Magistracy, yesterday.

Mr. T. M. Hazlerigg (Acting Crown Solicitor) prosecuted. Evidence confirmatory of that of Inspector T. Murphy and Sergeant Fender was given by Crown Sergeant Kelly and a Chinese constable, both of whom were present when the shooting took place.

P.C. McEwen described how the third defendant rushed out of the house, ran a few yards, and fired three shots. Witness returned the fire and chased the defendant along Saigon Street into the Deported Shed. Witness next saw defendant sneaking out of the gate of the compound. McEwen having taken a constable's revolver fired again, and on reaching the gate found defendant lying wounded on the ground. There were no arms on him then. Witness carried the defendant to the Yaumati Police Station. He was wounded in a number of places.

Narain Singh (an Indian police constable), said he reached the scene of the affair just after the alarm was given. He saw two men run out of the house, armed with revolvers. Witness chased one of them. This was the defendant whom Sergeant McEwen was following. When the men fell witness ran up to him and found a revolver close to his head.

A Chinese coxswain deposed to hearing shooting from the direction of Canton Road. He then saw a man by the Deported Compound gate. He had a firearm in his hand. Witness ran in the opposite direction, and, on looking, saw a European Sergeant (McEwen) enter the gate. All three defendants smiled broadly when the witness described how he ran away on seeing the defendant.

"You are brave man!" commented his Worship to witness. "You ran like a rabbit!"

Witness explained that he was hurrying back to work.

"Yes," added his Worship. "That was because there were robbers about. I am sure you don't hurry back to work as a rule."

In a statement made from the dock the first defendant said he did not actually take part in the robbery. On the morning of the day of the crime, he said, he met some men in a tea shop and attempted to some money from one of them. This man asked defendant to follow him. Defendant was taken to a house, and when they got upstairs the man who promised to lend the money produced a revolver and, after threatening them, tied them up. Defendant then heard whistles and cries, and ran into another room. His companions ran downstairs and directly afterwards he was arrested on the verandah. Defendant denied all knowledge of the revolver or dagger.

The second defendant said that on the day in question he was with two friends in a tea shop at Yaumati until 7.10 p.m. They then went to a house in Canton Road, ascended to the second floor, when defendant's friends produced revolvers and covered the inmates. Defendant had no idea his friends were going to commit a robbery. When the firing started he ran downstairs, and after being hit in several places, was captured. He denied having a revolver in his hand when caught.

The third defendant's statement was postponed until to-day, when, said his Worship, he would commit all three.

A CHEQUE COMES HOME.

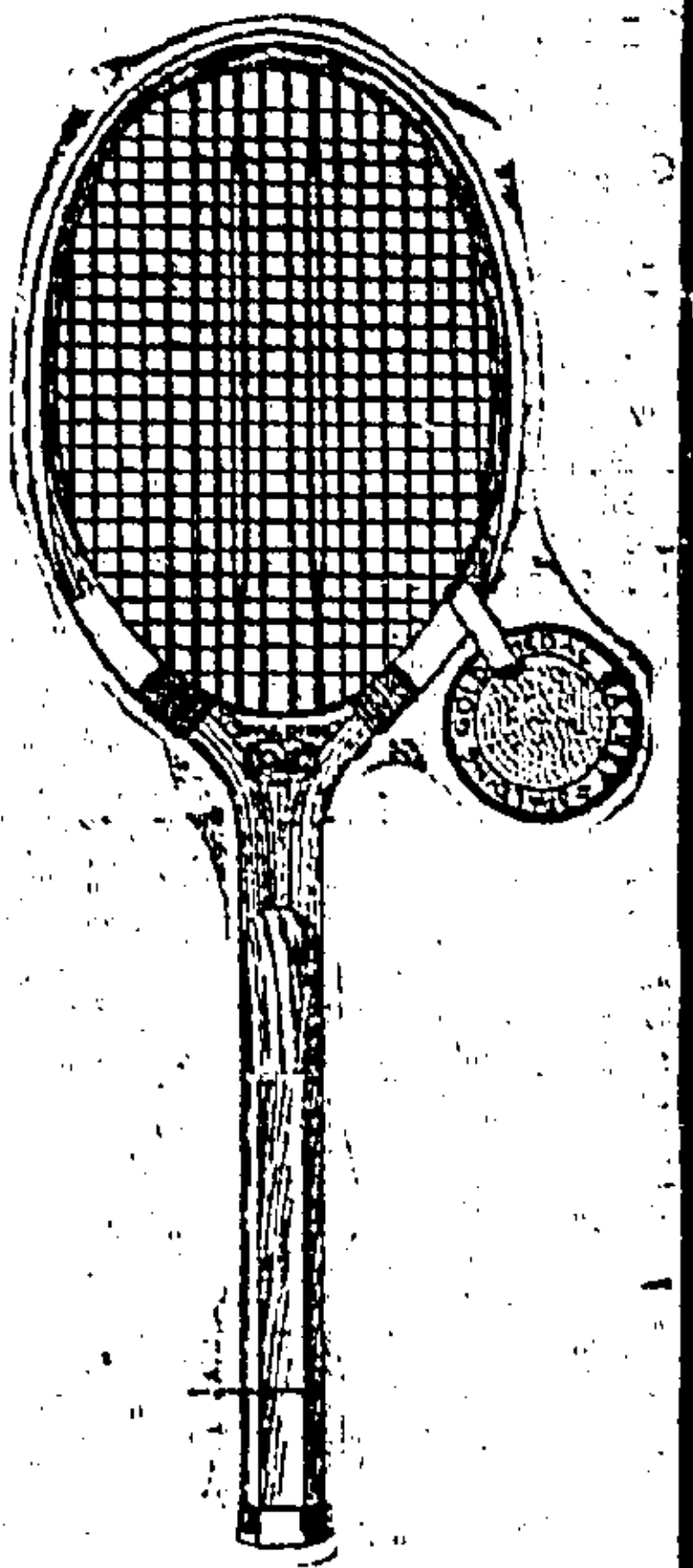
LADY PASSENGER'S LOSS.

Whilst Mrs. F. M. Koch, a passenger on the s.s. *President Lincoln*, was in the ship's dining saloon, some one took from her cabin seventeen travellers' cheques collectively valued at \$550 gold. When the vessel arrived at Hongkong the lady reported her loss to the American Express Company, the firm upon which the cheques were drawn, and continued her voyage. The sequel was the appearance at the Magistracy yesterday of a Chinese. According to the evidence of Mr. Marsh, of the American Express Company, the man tendered a cheque for \$50 gold. The cheque bore the number of one of the missing seventeen. The Chinese was arrested, and when charged, said that the cheque had been given to him. The case was adjourned.

EVERYTHING FOR TENNIS

OUR STOCK OF RACKETS INCLUDE

SPALDINGS 'EM' ... 35.00
GOLD MEDAL ... 33.00
TOURNAMENT ... 24.00
SLAZENGERS 'IZ' ... 35.00
PATERSON ... 35.00
AND THE
LAKESIDE ... 15.00



OUR MONTHLY CONSIGNMENT OF
TENNIS BALLS ENSURES
OUR ALWAYS BEING ABLE TO
SUPPLY YOU WITH THE LATEST
AND BEST.

POSTS, PRESSES, NETS,
TAPES, GUT REVIVER AND
SCORE BOOKS.

ALWAYS IN STOCK.

LANE, CRAWFORD, LTD.

PHONE 4567.

PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA
PINEAPPLE
RASPBERRIES
POMEGRANATE
MANDARINE

LEMON
CHERRY
STRAWBERRY
APRICOTS
ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

NEW ENGLISH RECORDS

REGIMENTAL BAND OF

H.M. GRENADEER GUARDS

"THE SORCERER" Selection. In Two Parts. (Soliman.)
Introducing: Part 1—Eat, Drink and be Gay; When he is Here; Minnet; John Wellington Wells. Part 2—Oh, Bitter Joy; You're everything I desire; I rejoice; Happy are we.

HAWAIIAN INSTRUMENTAL QUARTETTE

3367 BROKEN HEARTED MELODY WALTZ

HULA-HULA ROSE WALTZ

LEO CHERNIAVSKY (Violin Solo)

JAN CHERNIAVSKY (Pianoforte Solo)

3366 PADEREWSKI'S MINUET—PARATIRAJ (Paderewski-Kreisler)

LAU COUVENT (A. Borodine)

NO SCRATCH

ANDERSON'S.

Wm Powell Ltd.

12, Des Voeux Rd.

New Spring Novelties.

FRENCH RATINE

in the Latest Colourings.

MOROCCO CREPE

used by the Leading French Dressmakers.

EMBROIDERED

CREPES AND VOILES

in Dainty Effects.

PRINTED COTTON VOILES

in Many Interesting Designs.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

WE beg to Notify the Public of Our REMOVAL on the 14th APRIL, 1924 into NEW PREMISES situated in the ASIATIC PETROLEUM COMPANY'S BUILDING, 28, Queen's Road Central, HONGKONG & KOWLOON. TAXICAB CO. LTD.

Phone No. C 1036. [676]

CHINA COAST OFFICERS' GUILD AND MARINE ENGINEERS' GUILD OF CHINA.

A COMBINED MEETING will be held at the Guild Offices, West Point, Hongkong, on SUNDAY, APRIL 13th, at 10 O'CLOCK A.M. Business as per Circular H.K. 6/24. T. T. LAURENSEN, Assistant Secretary. [627]

INSURANCE.

A Leading BRITISH INSURANCE COMPANY, transacting Fire, Life, Marine, Accident and Motor Insurance is Open to receive Applications from Leading Firms desiring of representing a Large and Influential Company in Hongkong and South China. Communications should be addressed to Box No. 541, care of Hongkong Daily Press. [628]

WANTED.

A European, willing to take the Post of NURSE to one Child. Must be capable and reliable. Some experience. Apply Box No. 623, c/o Hongkong Daily Press Office. [623]

TO LET.

FURNISHED FLAT in Main Road from MAY 1st. Apply Box No. 629, c/o Hongkong Daily Press. [629]

FOR SALE.

"BANGOUR" 1921, Motor Car. Recently Reconstructed and Entirely Modernized. Site area: 37,500 sq. ft. Possession 1st May, 1924. For Sale by Mr. J. W. LAURENSEN, Special Manager, Regis Brothers, Ltd. (In Liquidation). Hongkong, 12th April, 1924. [625]

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

The Steamship "BETRAKIE"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whether, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before 1st May, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 11th April, 1924. [626]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From NEW YORK via MANILA.

CONSIGNEES of Cargo are hereby informed that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 11th April.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th April will be subject to rent.

All claims against the steamer must be presented to the underwriter on or before the 1st May, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong 11th April, 1924. [630]

THE HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 19th and MONDAY, 21st APRIL, commencing at 3 p.m. each day. The first race will be rung at 2.20 p.m.

The Charge for admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Season Tickets to obtain admission to the Members Enclosure.

Each member has the right of introducing 2 non-members to the Members Enclosure. Tickets for whom can be obtained from Messrs. LEXNER & DAVIS at \$3 each up to Friday, April 18th. The Stewards invite the ladies of Hongkong to be present. [616]

INTIMATIONS

NOTICE.

WE have THIS DAY established Ourelves as IMPORT and EXPORT MERCHANTS and COMMISSION AGENTS. BAYER, BITZER & CO., 2nd floor, Queen's Building, Tel. No. 4655, Central. Hongkong, 10th April, 1924. [623]

NOTICE.

NOTICE IS HEREBY GIVEN that Scrip No. 4227 for 500 shares Euro Cotton Mills Ltd., in the name of Mr. EZRA ABRAHAM of Hongkong together with a duly executed transfer deed purporting to assign the said shares has been lost. The said shares are the property of the Underwriter and application has been duly made to the Company for the issue of a Duplicate Scrip. The public is therefore warned against dealing with the said Shares without reference to the Underwriter. Any person having any knowledge as to the whereabouts of the said scrip is asked to communicate with the Underwriter. ELLIS & CO., No. 23 Lee House Street. [617]

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

WEATHER and Ground permitting the Re-play of the Match NG SZE KWONG v. T. HONDA will take place on MONDAY, 14th APRIL. Play to START at 4 p.m.

Seats on the Stands will be reserved. Members, Subscribers and Holders of Privilege Tickets may book Seats at the Pavilion up to 8 p.m. FRIDAY, 11th APRIL. Booking thereafter will be at Messrs. MOTTRE & Co. Price—\$1 each. Ticket-holders are requested to consult Plan on Back of Ticket. [621]

MACAO GOVERNMENT.

SALE OF ONE MOTOR BOAT AND THE POLICE LAUNCH "ALMIRANTE LACERDA".

NOTICE IS HEREBY GIVEN that on the 20th MAY Next, at 2.30 p.m., WILL BE SOLD at the MACAO NAVAL YARD, the undermentioned Vessels, which are no longer suitable for the Naval service of this Colony.

HULL, ENGINES AND BOILERS OF THE POLICE LAUNCH "ALMIRANTE LACERDA" with the following characteristics: Hull with Plank, Frames and Keel in Teakwood.

Length overall 90'0" — Beam 14'0". Maximum draught 6'3". Engine "Compound" System complete with all Fittings. H.P. Cylinder 11 1/2" B.P. 22 3/4" Stroke 16".

Boiler Cylindrical—Length 10'0" Diameter 7 1/2" — Steam 10 knots. Displacement—about 100 Tons.

MOTOR-BOAT with 15 H.P. Pay and Bowen Engine; Hull in China Pine, Frames in Teak. Dimension: 27'0" x 7'0" x 2'5". Speed: 8 knots.

The above boats can be inspected at the Macao Naval Yard any day and are to be sold under the present conditions: The Tenders for the Boats shall be sealed and sent to this Office up to the 19th MAY, 1924.

The said Tenders must be accompanied by a Remittance of \$500.00 for the Launch "Almirante Lacerda" and \$50.00 for the Motor-boat which will be returned to unsuccessful bidders after the Auction.

The Balance of the Purchase Money must be paid by the Successful Bidders within 24 hours from the Acceptance, and the Boats removed within 8 Days.

OTHER MATERIALS considered unsuitable for the same Naval Yard, will be put up to Public Auction on the occasion, and the Removal of the same must be immediately after the Payment.

Secção de Administração e Contabilidade de Marinha Colonial Macau, 5 de Abril de 1924. O Chefe da Secção, CARLOS LUZ, 10th floor, da A.N. [614]

SUPREME COURT OF THE STATE OF NEW YORK COUNTY OF KINGS.

JRAN MARSH WHEELER, Plaintiff, vs. LONNI W. SANGER, Defendant, Summons.

To the above-named Defendant: YOU ARE HEREBY SUMMONED to answer the complaint in this action, and to serve a copy of your answer, or, if the complaint is not served with this summons, to serve a notice of appearance, on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service. In case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.

Dated, New York, December 21, 1923. WALTER CARROLL LOW, Attorney for Plaintiff, Office and Post Office Address: 353, Fifth Avenue, Borough of Manhattan, New York City.

To LONNI W. SANGER: The foregoing summons is served upon you by publication pursuant to an order made by Hon. WILLIAM F. HOGAN, a Justice of the Supreme Court of the State of New York, dated the 21st day of January, 1924, and filed with the complaint in the office of the Clerk of said Supreme Court, County of Kings, at the Hall of Records, Borough of Brooklyn, City and State of New York. The object of the action is to procure a judgment that the defendant LONNI W. SANGER has no right of defense in certain real property known as No. 439, Washington Avenue, in the Borough of Brooklyn, City and State of New York, and that she be forever barred from making any claim to do so therein, said property beginning at and lying north of a point on the easterly side of Washington Avenue 232 feet 3 inches northerly from the northerly side of Gates Avenue, having a frontage of 18 feet 7 inches on Washington Avenue and being 120 feet in depth.

Dated: New York, January 30th, 1924. WALTER CARROLL LOW, Plaintiff's Attorney. [477]

INTIMATIONS

NOTICE OF REMOVAL.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., has THIS DAY TRANSFERRED its Office to No. 11, QUEEN'S ROAD CENTRAL (2nd Floor), (Entrance: 127 Horse Street). L. S. GREENHILL, Acting Secretary. Hongkong, 7th April, 1924. [594]

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

A APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 06554, 06555, 06556, 06557, 06558, upon statement that the Original Certificates Nos. 06554, 06555, 06556, 06557, 06558, dated 22nd January 1924, together with relative Transfer Deeds attached, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the Date hereof No Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD., EDWARD B. RAYMOND, Secretary. Hongkong, 3rd April, 1924. [588]

SERVICO CONSULAR PORTUGUES.

NOTIFICATION.

NOTICE IS HEREBY GIVEN that a PUBLIC AUCTION will be held at the Treasury Office on THURSDAY, the 15th MAY, 1924, at 11 a.m. for the sale of the OPIUM MONOPOLY in Macao, for a period of three years extending from 1st July, 1924, to 30th June, 1927. Particulars as to the condition of sale may be seen at the Portuguese Consulate in Hongkong and at this Treasury Office. Dated at the Treasury Office of the Province of Macao the 31st March, 1924. (A) ANTONIO DE MEIRELLES, Director. [613]

FOR SALE.

3000 B.H.P. POWER PLANT.

THIS Plant consists of the following, all in Working Order, having just recently been in Full Use:

(A) Four "Mond" (Gas Producer) capable of generating 400,000 cubic feet of Gas per hour of 140 H.T.U. per cubic foot complete with Washers, Cooling Tower, Scrubbers, Centrifugal Cleaners, Blower Motors, Piping, etc. Coal Elevator and Charging Plant.

(B) Two "Cockrell" Horizontal 4-cylinder Tandem Double Acting Type Gas Engines, 1000 H.P. each and Two same type 2-cylinder Engines of 500 H.P. each, all the above made by Richardson, Wengert & Co., England. Engines complete with Ignition, Water Cooling Pumps and Motors, Turning Gear, Motors, etc.

(C) Two Dynamos by Dick Kerr & Co., England, having an output of 750 K.W. each at 250 volts when driven at 1200 revolutions, also Two Similar Dynamos of 375 K.W. each, complete with Switch-boards, and Instruments, etc.

For further particulars, apply to—Messrs. BUTTERFIELD & SWIRE, Agents, The TAIKOO DOCKYARD & ENGINEERING CO., of HONGKONG, LTD. [582] Hongkong, 25th March, 1924.

TO LET FURNISHED.

FROM 1st JUNE, NEW HOUSE at DEEP WATER BAY with 4 Bed-rooms, Drawing and Dining Room and Library. Hot and Cold Water laid on. "Flash Sanitary System, Servants' Quarters and Garage, 1 1/2 acres of Ground. Apply to—GEO. P. LAMBERT, 4, Queen's Road Central. [598]

TO LET.

A NEW Modern 3-Storey European HOUSE with a Large Garden. No. 25, KENNEDY ROAD, opposite to Ship Street. Each Flat contains Four Big Rooms besides Bath-room, Kitchen and Servants' Quarters. Reasonable Rent. Inspection convenient at any time. Apply to—MR. DUNG TOY, 22, Kennedy Road. [600]

TO LET.

FURNISHED HOUSE, in Good Position at PEAK. Hot and Cold Baths. From Middle April to September. Apply Box No. 489, c/o Hongkong Daily Press. [489]

TO-DAY.

2.30, 5.15, 7.15 AND 9.15 P.M.

LAST PERFORMANCES OF

"PARTED CURTAINS"

TO-MORROW

"POOR MEN'S WIVES."

THE CORONET.

INTIMATIONS

To Connoisseurs

WATSON'S

FINEST

OLD BROWN BRANDY

is Unsurpassed as a Liqueur.

Exquisitely Mellow, and of Fine Aroma; Delightful to the Palate.

(Blends Deliciously with Watson's Dry Ginger Ale).

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

Phone 616.

BIRTH.

BERNARD.—On the 10th April, at the Mount, 117, The Peak, Hongkong, to BETTY (née ADAMS), the wife of D. G. M. BERNARD, a daughter. [631]

FUNERAL NOTICE.

Friends of the late Mr. SIN TAK FAN, who desire to call at No. 21, Robinson Road to-day, will be received between the hours of 9.30 and 12.30. [634]

ACKNOWLEDGEMENT.

Mrs. J. M. E. MACHADO, Mr. and Mrs. A. A. ALVES and family beg to thank their numerous friends for the kind sympathy shown in their recent bereavement and also for their presence at the funeral. [632]

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 12TH, 1924.

CHINESE POLITICAL CHAOS.

It will excite no surprise that Mr. WANG KEN-MING has resigned office as Minister of Finance at Peking. It is a thankless post. A month ago he was reported as saying that he had repeatedly expressed to the President and the Prime Minister his desire to be relieved from the office, and that he "always carried about with him a letter of resignation to be tendered at any moment." It may be remembered that it was with the greatest reluctance that he gave way under the pressure of a flood of public flattery concerning his eminent fitness for the post. Having succeeded in "tiding over the New Year" settlement difficulties, he quickly became the object of violent attack, and at the present moment there are several interpellations before the Parliament at Peking blaming him for all manner of things which are beyond his power to change. But Ministers of Finance in China in recent years have been accustomed to these tornadoes of abuse. Naturally, Members of Parliament and the great multitude of Government officials have a grievance against the Minister when funds are not provided to meet the monthly pay bill, and possibly it is this little difficulty which has proved "the last straw." According to a statement published by a Peking news

agency the revenue collections for March only enable payment to the Army and the Police to be made to the extent of seventy per cent., while officials in the administrative departments would receive only about fifty per cent. of their pay—very likely less. In the circumstances the Minister's position must be a very uncomfortable one indeed. About a month ago the Minister was reported as saying that the financial situation is "hopeless." He meant, no doubt, that until there is some semblance of unity in China—a cessation of internal strife, and a common effort by provincial leaders to work for the greatness of the State—all the schemes for reforming the financial administration are impossible of successful achievement. Most, if not every one, of Mr. WANG's predecessors in office have withdrawn from the political arena entirely, and their resignation has served but as fleeting protests against the prevailing conditions which make the task of the Finance Minister so onerous and "hopeless." If they would but use their freedom from the cares of office to stir up public opinion to a realisation of the perils of the situation, greater progress would doubtless be made towards the important objects which every Ministry has in view when it takes office. But leadership of this kind is sadly lacking in China. Mr. PERCIVAL LAMPSON, the well-known writer on the staff of the London Daily Telegraph, has recently visited China to study conditions on the spot. He has had to describe the prevailing political conditions, of course, in terms of damning criticism, but in the last paragraph of one of his articles he says "it would be unfair to conclude upon a note of unrelieved pessimism." As a result of discussing the tendencies of Chinese politics with "one of the shrewdest and best-informed foreign observers in Peking," he confirms his previously expressed view that "the Presidency of TSAO KUN is already tottering, partly because of the ineptitude which has characterised his tenure of office, partly because, like his predecessor, he had not the foresight to buttress his chair with trustworthy troops. LI YUNG HSIAO has declined the Vice-Presidential chair, although it seems likely to pave the way to the Presidency itself in no long time. Desperate efforts are now being made to induce Wu PERU to accept the position, but he has no mind to take the highest office before some form of unification has been forced upon China; and he knows that his place will be in the field until that time. Meanwhile, he is quietly developing another line of association. It would astonish none of the deeper students of Chinese affairs if, under conditions that are always effective, the sulker and schemer, Marshal TIAN CHI JUI, were at no distant date reconciled with the War Lord of Loyang. It is not impossible that the rumours of SUX YAT SEN's intention to abandon political life reflects his conviction that, at any rate for some years, South China will have no more of him or his ways." Our own opinion is that conclusions such as these can only serve to illustrate how the "shrewdest and best informed foreign observers in Peking" can err in reading the political portents in China. If SUX YAT SEN has any intention to abandon political life he would seem to have very successfully kept it secret from his closest friends. We are afraid Mr. LAMPSON's estimation of the tendencies in Chinese politics will not help much to relieve the pessimism.

Mr. C. D. Melbourne is to take over the duties of Second Police Magistrate at the Central Magistracy on Monday on the transfer of Mr. E. W. Hamilton to the new Magistracy at Yau-mat which is to be opened on Monday.

Mr. J. W. Church, who was first assistant electrical engineer at Hongkong under Mr. H. A. Nott until he returned to England last year, and who has lately been serving at Dover during the clearing up of the establishment, has been appointed to the Admiralty.

Police whistles were vigorously blown in the vicinity of Alexandra Buildings yesterday morning shortly after 11 o'clock. Noticing smoke ascending from a verandah of a lower storey, the inmates came to the hasty conclusion that there was an outbreak of fire, hence the alarm, which proved to be false.

Mr. Douglas Fleming, Managing Director of the Small Investors, Ltd., at Shanghai, sustained a fractured jaw and other somewhat serious injuries as a result of a motor accident in the French Concession. The car he was driving was badly damaged and Mr. Fleming was taken to the General Hospital.

In chronicling the recent death of Mrs. Anne Bowdler, St. John's Cathedral Church Notes mentions that the deceased lady's husband, who died in 1907, left by his will £2,000, to the Cathedral and £1,000 to the Peak Church. His widow had the interest on this money during her life, but it now becomes the absolute property of the Cathedral and the Peak Church respectively.

Plans are in the course of preparation for the addition of 28 rooms to the Repulse Bay Hotel. The demand for accommodation at this popular hotel is very heavy at present. The Hongkong Realty and Trust Company, who have the proposed extension in hand, are also preparing plans for the erection of 11 bungalows at Repulse Bay and it is the Company's intention to develop a site in this vicinity as a Bungalow Garden Estate.

The monthly water return gives the storage in the reservoirs supplying the City as 1,292 million gallons on April 1st compared with 581 million gallons on the same date last year. The consumption during March was 558 million gallons with a constant supply against 184 million gallons with the intermittent supply last year. At Kowloon the storage is 105 million gallons against 118 million gallons on April 1st last year. The consumption during March was 60 million gallons against 58 million during March last year, a constant supply being maintained during March in both years.

Mr. Tatham, the Civil Administrator at Dai-ken, who recently visited South China, is reported in the Dai-ken newspaper as having been "strongly impressed" by the Colonial Administration in Hongkong. He was "profuse in his praises of the perfect roads at Hongkong"; but he is very wide of the mark in saying that Hongkong spends "over 9,000,000 on its roads out of the annual Public Works list of Yen 24,000,000." The latter sum represents approximately the total revenue of the Colony; the total Public Works vote is in the neighbourhood of nine million dollars, though the actual expenditure in recent years has been approximately five millions. Our road construction and maintenance the expenditure probably does not exceed half a million dollars a year.

A Brass Tablet has been erected in St. John's Cathedral, by the Church Body, to commemorate Mr. Fuller's connection with the organ of the Cathedral. It bears the following inscription: "This plate is erected by the Cathedral Church Body in grateful recognition of the work of William Gould Bennett Denman Fuller, F.R.C.O., L.R.A.M., Organist of this Cathedral, from June, 1905, to April, 1924, who by his own efforts raised the necessary funds and by unsparring personal care and labour greatly improved and developed this organ, and himself made a gift of the Rotary Blowers." A subscription fund, Church Votes says, is being raised with the object of presenting Mr. Fuller with a substantial testimonial. Members of the congregation who have not subscribed to this fund and who wish to do so are asked to send their subscriptions to the Hon. Secretary, Mr. W. L. Pattenden, c/o Messrs. Loxley & Co.

A Chinese was sentenced to four weeks' imprisonment at the Magistracy yesterday on a charge of stealing a jacket from the Happy Valley football ground.

Master Emil Danenhers, Hongkong's musical prodigy, gave a Piano Recital in Canton last Sunday, the proceeds being given to the Canton Hospital.

The entire proceeds of the Concert given by the Hongkong Male Voice Choir at the Helena May Institute on Tuesday last, amounted to \$247, and are to be forwarded to Pearson's Fresh Air Fund.

The report of the Committee of the Society of St. George, Hongkong, for the year ended December 31st, 1923, states that the Cash Balance in hand stands at \$909.75 and, in addition, the sum of \$4,700 is on fixed deposit. During the year several calls have been made on the Society for assistance and grants to the sum of \$475.33 have been given. Sixty-two new members joined the Society, the membership of which now totals 500.

A recent issue of the Japan Chronicle says:—The restoration of Yokohama may be taken as proceeding apace. Last Sunday saw the opening of the golf links at Negishi, when the first interport-match between the earthquake-stricken Tokyo and Yokohama Clubs and ended in a draw. The Negishi Golf Club suffered less damage than any of the sporting organisations of Yokohama and was able to serve tiffin in the Club House for the visitors. Meanwhile the members of the Y.C. & A.C. are in training as house-breakers, having been called upon to do overalls and help in the demolition of their pavilion, which, it has been decided, it is impossible to repair. By demolishing it themselves, the Club hopes to save several thousand yen. Whether they also propose to erect the new pavilion themselves is not reported. A quantity of lumber, galvanised iron and roofing material has been presented to the Club by the Christian Science Relief Committee, of which Mr. A. L. J. Dewette is head, and plans are now being drawn.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]HERR SORGE SCEPTICAL.
GIVES OPINIONS ON EXPERTS' PROPOSALS.

BERLIN, April 10th.
Herr Sorge, a director of Krupp's and chairman of the Association of German Industrialists, interviewed by Reuter's Agency said he thought that the reparations experts' reports must be accepted, despite the enormously heavy burden imposed. He thought that better terms were not likely to be obtained. An absolute essential was the full restoration of Germany's economic sovereignty. The experts' proposals were only possible if an International Loan could be raised, on which point he was sceptical.

DUTCH AND THE CZECHS.
TREATY APPROVED IN SECOND CHAMBER.

THE HAGUE, April 10th.
The Second Chamber has approved the commercial treaty between Holland and Czechoslovakia.

REQUEST TO HARROW SCHOOL.

LONDON, April 10th.
Mr. John Gregory Apsley, a Calcutta merchant, who left £20,579 in the United Kingdom, besides considerable property in India, bequeathed £10,000 to Harrow School and Rupees 20,000 to Mrs. Lisa Anthony, of Penang.

LAUSANNE TREATY BILL.

LONDON, April 10th.
The House of Commons unanimously passed the third reading of the Ratification of the Lausanne Treaty Bill.

MINERS' BALLOT RESULT.

REJECTION OF OWNERS' OFFER.
LONDON, April 10th.
The official miners' ballot resulted in the rejection of the owners' wage proposals by 338,000 votes to 322,000.

EARLIER CABLES.

MINERS' NEW SECRETARY.
FLUENT SPEAKER AND STUDENT OF KARL MARX.

LONDON, April 10th.
Mr. A. J. Cook, the miners' agent in the Rhondda Valley, has been elected secretary of the Miners' Federation. He was formerly a Baptist preacher. He is a fluent speaker, is a disciple of Karl Marx, and is an active participant in the so-called miners' minority movement. In the course of an interview, Mr. Cook said that it would be difficult to avert a stoppage in the coalfields unless the miners demand for a living wage was conceded.

OBDDURATE STRIKERS.

OVERWHELMING VERDICT NOT TO RESUME WORK.

LONDON, April 10th.
The Southampton strikers have resolved by an overwhelming majority not to return to work.

RAILWAY TICKETS FOR M.P.'S.
CABINET MINISTERS INCLUDED IN NEW STATE SCHEME.

LONDON, April 10th.
The House of Commons, by a free vote of 245 to 112, adopted a supplementary estimate of £70,000 to cover the cost of first-class railway vouchers for members of Parliament between London and their constituencies.

AMENDMENTS TO SHELVE THE PROJECT, ALSO TO PROVIDE THIRD-CLASS PASSES AND TO EXCLUDE CABINET MINISTERS WERE DEFEATED.

RUMANIAN KING IN PARIS.
HAS THE VISIT A POLITICAL BEARING?

PARIS, April 10th.
The Rumanian King and Queen have arrived, primarily on an official visit after their Coronation in 1922, but the presence of Premier and Foreign Minister Duca lends a political significance to the visit. There is no official talk of a Franco-Rumanian alliance following the Franco-Czech alliance. Premier Duca, in the course of an interview, said he hoped that the Russo-Rumanian negotiations as regards Bessarabia, which recently broke down at Vienna, might be resumed.

HERR STINNES DEAD.

GERMAN MAGNATE OF MANY INDUSTRIES.

BERLIN, April 10th.
The death is announced of Herr Hugo Stinnes. [A résumé of the life of Herr Stinnes appears on another page.—Ed., H.D.P.]

LATEST CABLES.
[REUTER'S AMERICAN SERVICE.]

WORLD CHESS.

CAPABLANCA CREEPING UP.

NEW YORK, April 10th.
In the eighteenth round of the World Chess Tournament Yates beat Tartakower, Marshall beat Bogoljubov, and Capablanca beat Edward Lasker. Doctor Lasker drew with Alekhin and Maroczy drew with Reti.

HOW THEY STAND.

LATER.
By beating Edward Lasker, Capablanca reduced the gap between him and Doctor Lasker, who only drew with Alekhin. The leading scores at the end of the eighteenth round were: Doctor Lasker 12 points, Capablanca 11, and Alekhin 9. Yates is now ninth with 5½ points, and with one game adjourned.

U.S. WORLD FLIGHT.

SITKA, April 10th.
The American military world fliers have arrived.

AMATEUR BOXING.

THE V.R.C. TOURNAMENT.

The second session of the V.R.C. Boxing Tournament took place last night, and many good contests were witnessed; both among the adults and the youngsters.

Results:—Flyweight—Joy beat Rambridge on points. Codriss had a walk-over.

Heavy-weight—Saling beat Baretto on points. Diaz beat Pang on points. Nam beat Silva on points; and Sugari beat Bliss on points.

In the men's welter-weight bouts Barber scored a victory over Soares, but he had to go an extra round. It was a good bout, and there was not much to choose between the pair. Foadham and Nolan also had to fight a fourth round, and the former secured the verdict.

In the heavyweights Eaton had a walk-over. Harle beat Shannon easily, the latter retiring in the first round.

The boys put up a number of good contests. One of the best was that between G. Dillon and R. Dannenburg. The latter won on points. Zimmerman beat Moss on points, and the Stevens-McKay bout went the same way. Remedios had a walk-over, and Fernandes managed, after an interesting tussle, to beat Guars in the third round.

The lightweights contests among the adults produced some good boxing. Cashion and Bland clashed for two rounds, but the latter was not strong enough, and he had to retire. Emerson had a walk-over. Later, the met Williams, and gained the fight on points.

The contest between Barber and Connolly was a disappointing one, the latter being disqualified in the first round. He held a lot, but the referee's verdict was hardly justified, and did not meet with general approval.

Following were the officials:—Judges and Referees.—Mr. W. S. Bailey, Lieut. Scott-Bell, R.N. (H.M.S. *Amethyst*), Dr. A. Minett, Mr. T. G. Bennett, Mr. G. C. N. Timson, Mr. V. Logan, Lieut. Drake-Brockman (H.M.S. *Surveys*), Mr. Burlington (H.M.P.), Mr. J. H. Osberry, Mr. A. McKirdy, Mr. J. W. Frank.

M.C.—Mr. R. C. Wittell.
Medical Officer.—Dr. B. H. Mellen.
Time-keepers.—Mr. S. Kelly, Mr. C. Bond, Mr. J. Lyon, Mr. A. B. Allen, Mr. J. Brook, Mr. G. W. Sewell, Mr. W. Anderson, Ch. Ste. Cross (H.M.S. *Amethyst*).

Stewards, B.S.M. Maynard (H.M.S. *Surveys*), Staff Sgt. Hunt, Mr. J. Stewart, Mr. G. F. Nightingale (K.B.S.), Mr. J. Soares, Staff P. Bailey (Garrison Sports Club), S.M. Gordon (R.G.A.), Mr. J. T. Harrison (Garrison School), Sgt. Marriott (Naval Yard), Mr. P. Yvanovich.

DEFORESTATION IN CHINA.

SHADE-TREES FELLED TO PAY NAVAL EXPENSES.

There has been a good deal of afforestation propaganda in the Chinese Press lately. The other side of the picture is presented by the following paragraph which we take from the *Manchuria Daily News*:—

Tsingtau advises that Director Liu of the Kiaochow-Sinan Line, having been driven to his teeth's end by the firm refusal of the Japanese Chief Accountant to defray funds for use of Admiral Wei for the fleet under him, has demanded by General Wu Pei-fu, has been compelled to fell trees along the railway and to employ the proceeds from their sale for the naval expenses.

Already \$233,000 worth of timber thus put out by the reckless deforestation, has been sold to the Luta Mining Co. As everyone knows, the trees along the railway were planted by the Japanese at a considerable expense, creating one solitary welcome line of greenery among the bare, denuded hillsides and fields of Shantung.

What is wanted to make democracy a real success is a trustworthy anthropometric machine by which you might see what is in men's minds.—Mr. Bernard Shaw.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]
FRANCE AND JAPAN.

LONDON WRITER HINTS AT QUIET UNDERSTANDING.

LONDON, April 10th.
In a paragraph denying reports of the conclusion of a Japo-Rumanian defensive alliance directed against Russia, the *Daily Telegraph's* diplomatic correspondent says that it is believed, however, that a Franco-Japanese understanding now exists covering Pacific and Chinese questions. The writer refers to the recent co-operation between the French and Japanese Ministers in Tokyo, and says that it has not escaped notice that the Japanese delegate to the League of Nations Council, who formerly voted on the side of Great Britain in Central European issues, voted with France at the two last sessions on questions such as that of the Saar.

PIRACY SUPPRESSION IN CHE-KIANG WATERS.

GUNBOAT'S GOOD WORK.

SHANGHAI, April 10th.
The Chinese gunboat *Chaoan* returned to Shanghai last Wednesday after disposing two pirate junk fleets which had been infesting the Chekiang waters. The first fleet, of nine junks, was encountered off Szefoo. After a two-hour fight, the gunboat sank several junks, and killed 21 pirates, while 5 were taken prisoners. The chief of the gang, although wounded, jumped overboard and escaped. The gunboat met and dispersed another fleet of six junks off Kaimeng. The casualties in this action are unknown.

THE DUFF DEVELOPMENT CO.'S CLAIM.

VERDICT FOR GOVERNMENT OF KELANTAN.

LONDON, April 10th.
The House of Lords dismissed the appeal of the Duff Development Company in their claim to enforce an award against the Government of Kelantan.

AUSTRALIA'S DEFENCE.

PREMIER BRUCE AGAIN REFERS TO SINGAPORE.

SYDNEY, April 10th.
Premier Bruce, speaking at a dinner to the Admirals and senior officers of the Special Service Squadron, declared that the Government's decision to lay down two 10,000-ton cruisers was in the interests of Australia's own defence, and in order to provide the most useful co-operation with the British Navy. The Government felt convinced that in the interests of world peace the British Government's Singapore decision was not final.

Vice-Admiral Field, replying, said that if the Dominions provided sufficient resources to guard their coast lines, while the main fleet was doing its proper business, they could feel perfectly safe. The most perfect base for Australian cruisers would be Port Darwin. There was an excellent repair base at Sydney.

ENGLISH CHURCHES IN JAPAN.

PRINCE SUPPORTS MOVEMENT TO RAISE £30,000.
LONDON, April 10th.

The Japanese Ambassador and other distinguished people attended a meeting held at the Mansion House, presided over by the Lord Mayor, in support of a movement to raise £30,000 for an English Church at Tokyo and Yokohama, the restoration fund of which the Prince of Wales has agreed to become patron.

The Japanese Ambassador presented the Lord Mayor with a book containing the signatures of 1,000 leading Japanese in Tokyo and Yokohama as an expression of gratitude for the help afforded them by the Lord Mayor's earthquake fund.

CHINESE FINANCE MINISTER RESIGNS.

PEKING, April 10th.
The Finance Minister, Wang Keh-ming, has resigned.

[BY COURTESY OF THE "DAILY BULLETIN"]

ROUND-THE-WORLD FLIGHT.

DESTROYER PATROLS.

MANILA, April 10th.
The destroyers *Tuclon* and *Jones* left for Yokohama, and thence will proceed to the Kurile Islands to act as a patrol for the American round-the-world aviators.

The remaining destroyers leave for China to-night.

TOKYO, April 10th.
The American destroyers *Pope* and *John D. Ford*, of which the commanders, Frost and McLaren, volunteered for the trip to the Kurile Islands, left Yokohama to-day with supplies for the American round-the-world fliers.

The *John D. Ford* goes to Kashiwabara Bay, Paramushir Island, while the *Pope* goes to Betohi, Yotorofu Island.

Both destroyers carry Japanese military naval officers, the latter acting as pilots, and also American language officers and newspapermen.

Four Japanese destroyers are leaving the naval station at Ominato for the same destination.

OUR LONDON LETTER.

FIVE POWERFUL NEW CRUISERS FOR PROTECTION OF BRITISH COMMERCE.

LABOUR GOVERNMENT ADOPT CONSERVATIVE NAVAL PLANS.

[FROM OUR OWN CORRESPONDENT.]
LONDON, February 25th.

THE NEW CRUISERS.

The pacifists and Little Englanders profess to be indignant at the declared intention of the Labour Government to proceed with the modified naval programme adopted by the last Government. They are loud in their protestations that naval construction as proposed runs counter to the principles professed by the Labour Party before Labour arrived at Westminster. But we all know that circumstances alter cases. The truth of the matter is that Mr. MacDonald and his colleagues, in spite of all their high hopes, have not yet succeeded in solving the problem of unemployment. They have no cut-and-dried scheme. They are faced with just the same difficulties as their predecessors in office.

This being the case, it is fairly certain that the speeding-up of the naval programme which was decided on by Mr. Baldwin will do something to help. It will stimulate activity in the shipyards of the Clyde and other districts, and the demand for material will set men to work for a long time to come in many branches of the engineering trades. But it is rather ironic that Labour Ministers now have to defend their decision to continue the policy which, on paper at all events, they strongly condemn.

Among the rank and file of the Labour Party there is naturally some unrest in consequence of the decision to go ahead with the construction of five new cruisers which will cost between five and six millions sterling. But the Government cannot escape the logic of facts, and they are probably wise in adopting this part of the Baldwin policy. By so doing they cleverly muzzle the Conservatives so far as criticism is concerned, and the Liberals dare not adopt a really hostile attitude. As to the Labour Members, no doubt the leaders are well assured they can deal with them effectively.

OTHER CRITICISMS.

Criticism of the naval policy is, however, not confined to the House of Commons. The newspapers here contain messages from abroad which suggest that foreign opinion considers the five new cruisers are not really replacement, as understood in the terms of the Washington Agreement, but are an entirely new phase of warship construction. But this is quite a mistake. While it is true that the cost of the ships is much more than the expenditure on the county class of cruisers which the new ships are to replace, and although they are a great deal faster and more powerful, it must be borne in mind that these differences are due to the improvement which has taken place in naval design.

The new cruisers are intended to protect British commerce on the high seas in distant parts of the world. One or more of them when built will be stationed in the Far East. There have been only five ships that can be regarded as suitable for this kind of service since the war, apart from a few old ships that are slower and far less powerful than the vessels under construction. I am told that in the opinion of naval officers, alive to modern needs and acquainted with what is required in distant seas, the cruisers to be built now are absolutely necessary for the protection of British interests.

AN OLD PARLIAMENTARY DIARIST.

I suppose the name of Sir Henry Lucy, who chronicled the doings of Parliament in the form of descriptive articles for leading daily papers for many years, was well known to the English public abroad as well as at home. His death has called forth appreciative references to his work. Like so many other men who gained distinction in the profession of journalism, he started at the bottom of the ladder without money or friends; and his success was due to a combination of great industry and luck. He wrote several sketches of Parliament daily for a long period over his own name for different papers; and it says much that he seldom made enemies, but managed to secure the friendship of numerous statesmen.

His most popular work was, however, the *Diary of Toby, M.P.*, which he contributed to *Punch*. The title was suggested by the picture of the dog which accompanied that of Mr. Punch on the cover of the famous journal. "The Member for Barks," as he called himself, wrote amusingly year after year about the business of the Houses of Parliament, usually without faults of taste or temper. In recent years he published several entertaining books of reminiscences, which throw a good deal of light on the character and foibles of the men who have made political history in the last forty or fifty years.

POST OFFICE AND THE DOCK STRIKE.

If there is some delay in the mails reaching China by ships billed to sail during the week the dock strike was in operation it is no more than people have had to endure here. Not only would the dockers refuse to handle the mails themselves, but they prevented the postal authorities from doing so. I believe that this is the first time that a strike has interfered with overseas mails. They used to be regarded as something almost sacred. Their care and prompt delivery were considered as the first and paramount business of the State, to be performed at all costs in spite of opposition. But in the recent strike 5,000 bags of American mail could not be landed at Plymouth, and 1,000 bags of Indian mail were stopped at Tilbury by strikers who would not let them be shipped on the outgoing boat.

These incidents have made a very bad impression, and there is considerable criticism of the Post Office. The new Labour Postmaster-General, Mr. Hartshorn, was taken to task this week in the House of Commons, and it is no exaggeration to say that he was alarmed at every part of the House. He made the lame excuse that the officials of the Dockers' Union were in conference when the mail to Bombay was due to sail, and they could not give their attention to the matter. The answer to this is that the leaders of a strike have simply nothing at all to do with the due handling of mail bags, and that it is now, as heretofore, the duty of the Government to employ whatever means are needed to ensure the working of the postal service. This, at any rate, is the opinion of the business community.

ROOM IN PARLIAMENT.

The visitor to the House of Lords in these days sees a very singular spectacle. On the Government side of the Gilded Chamber sit half-a-dozen peers. That is as many as the Labour Ministry can muster in the role of supporters. Behind them there is a huge block of empty benches, suggestive of desolation, and it appears they will never be occupied so long as the present Government remains in office. There has not been the same state of things in the long course of our political history.

Looking at these empty benches in the House of Lords one is struck with the contrast presented to the conditions that prevail in the House of Commons. There every day while Parliamentary business is going on there is literally a scramble for seats. The Members are unable to find places, for, of course, the House is too small for the 470 free and independent (more or less) representatives of the nation. Perhaps it is not surprising that a proposal is being put before the Speaker that the seats at the end of the Chamber facing the Speaker's chair should be used. These seats are known as the cross-benches, and are technically outside the precincts. At present a Member who takes a seat there is out of the House and might just as well be in Aberdeen, for he cannot speak or even ask a question. It would certainly ease the pressure if the cross-benches were by agreement brought within the sacred precincts of "the House."

LEPERS' NEW HOPE.

A great effort is to be made to arouse public interest in the hard fate of those who are smitten with the terrible disease of leprosy. The only remaining colony for lepers in England is situated at Bicknacre in Essex, a beautiful parish in the heart of the country, where a number of patients are cared for by members of a devoted band of women, the Community of St. Giles, belonging to the Church of England. Money is being raised to extend the usefulness of this colony. It is said on authority that there are about 20 lepers in England, and in the British Empire the number is about 300,000.

For ages it was believed that no cure existed for leprosy. It has stricken mankind from the earliest times, and the victims were shunned as unclean, and treated as outcasts. But medical science now claims to have discovered the deadly bacillus responsible for the disease. By special treatment in which the old Indian specific chaulmoogra oil, plays an important part it is possible to destroy the infectivity of leprosy and in a high percentage of cases give patients positive cure. "Given certain conditions," says Sir Leonard Rogers, the foremost authority on the subject, "leprosy can be stamped out of the British Empire in three generations." Many distinguished people are taking a warm interest in the effort to raise the necessary funds to carry on the good work, which must command the sympathy and help of men of feeling the whole world over.

LONDON TRAFFIC AGAIN.

It is rather curious to learn that in the last year bus passengers in London have increased by 17½ millions, while there has been a marked decrease in the number of passengers using the underground trains. This is the more remarkable since the fact is established that the omnibus traffic which used to be speedy is now slow, owing to the congestion of the streets with motors. It took me twenty minutes this week to get from the Bank to Chancery Lane, and it often takes as long or longer, from Fleet Street to Piccadilly Circus. Until a few years ago London was reckoned to be blessed with the fastest street traffic in the world; now it is the slowest.

Yet in spite of what the conditions are, the public prefer the buses to the tubes and the underground railway. The explanation of the slow-moving buses is that the General Omnibus Company have been trying to kill the so-called private buses owned by small firms by crowding the latter off the streets. Every private bus is shadowed by at least a couple of "Generals," one in front and one behind, with the object of stealing the passengers from the unwanted competitor. Last year 1,065 "Generals" were added to the existing numbers, and it is therefore no wonder that they are in such numbers that they are in each other's way and produce a congested condition of traffic in the chief thoroughfares. It is a queer game.

"IT'S A LONG WAY TO TIPPERARY."

The death is recorded this week of Mr. Henry James Williams, the part-author of the war-time song, "It's a Long Way to Tipperary," to the tune of which the Expeditionary Force marched along the roads of France and Flanders in 1914. The tune was a good one, though the words were rather banal; and it is doubtful whether it would have become famous if a British newspaper correspondent had not happened to hear one of our battalions singing it at a time when news of the Expeditionary Force, the immortal "Old Contemptibles," was very scarce. It is a matter of fact, the troops in training in this country during the war were rather shy of singing the ditty, regarding it as a bit of a joke.

(Continued at foot of next column.)

BOOK REVIEW.

HOVELLAQUE: CHINA.—Translated by Mrs. Laurence Binyon. (Dent, 7/6).

This is a most interesting book and one which any foreign resident in China would do well to read. At the same time, it must be admitted that it is not written with a very profound knowledge of the subject. Gifted as the author is in his insight into national character, and competent as he is to speak on matters of art, he could have written a much better book on China had he allowed himself more time to study the books already written on the subject, and spent a few years living among the Chinese themselves. For a European to produce a book which in 272 pages describes China and the Chinese past and present, is somewhat like a South African tribal Chief writing his reflections on Europe after a three months' tour through its chief States. The author's ability makes the account interesting, but only prolonged study and infinite patience can prevent so immense a theme from being superficial.

It is curious to find the writer going back to reintroduce the old theories of Terrien de Lacouperie as to Chinese origins. These have been subjected to very careful study for many years and have been rejected by most Sinologists as untenable. A good summary of the position in regard to them can be seen in the first chapter of H. Cordier's "Histoire Générale de la Chine," published in 1920. The origin of Chinese civilisation cannot be known until very much more careful and much fuller study has been devoted to the Prehistory of China. This work requires the co-operation of the Chinese, as many indications towards a clearer light will be missed by the European student, who has not the key to the interpretation of a Chinese point of view. But the right method of getting to work at this very difficult problem of Chinese origins is shown in such recent books as Marcel Granet's "La Religion des Chinois," which M. Hovel-laque does not appear to have read. There is a very fine attempt made in this to reconstruct the life of the earliest settled societies of the Chinese. This is bound to be the first step towards any fuller knowledge of that more distant period when the Chinese were nomadic. The whole problem is very much deeper and more intricate than M. Hovel-laque's chapter upon it suggests.

On other matters also, M. Hovel-laque makes some very wild statements. On page 109 he says: "China possesses a unity whatever, whether geographical, ethnical or historical, whether political or social." The dictum is so emphatic and so sweeping that the reader is left too breathless to expostulate. No European who has travelled about China or who has mixed with the Chinese in lands outside China can have failed to be struck with their characteristics of unity. But, fortunately, M. Hovel-laque corrects himself, for on page 233 he writes: "Never anywhere else has so vast a human society been constituted with such absolute distinctness of outline, such a clearly marked unity of civilisation?"

Discrepancies of such a nature suggest haste and lack of reflection. Yet there is much in the book that is interesting and suggestive. In particular, there is a good point made in regard to China's curiously arrested development. The invasions, the author notes, "which she has undergone have not infused really foreign blood but more vigorous molecules of her own."

Creative energy, the historian again and again notices, is the result of racial contact, though by no means an immediate result. There certainly was racial contact in China in her early history, and the civilization of the Han and Tang epochs may well have been the fruit of this. But it is true that the immigrants, who came in from the North during these great days and subsequent to them, belonged to the same stock as the Chinese, and there has not been in China, in recent historic times any fusion such as the Western countries of Europe were experiencing one thousand years ago, through the mixing of Mediterranean and North European stocks.

It is, however, when he deals with Chinese art that M. Hovel-laque is most worth reading. His appreciation is most sincere and he writes with a clear insight into the motives of the great Chinese painters. He may indeed draw a too ideal picture of China under the Sungs. For, as great as Sung art was, this political life of China was in a condition of decadence, and the complete and rapid overthrow of the dynasty by the Mongols is a very clear proof that it had lost touch with the nation. It was, in fact, a period of death and not of life, and the Sung art was a swan-song of a decaying civilisation. To-day on the contrary, with all due deference to M. Hovel-laque, the anarchy in China is in all probability, the travail pangs of a rebirth and not the last spasms of a dying State.

MINERS WHO ADMITTED THEY WERE WRONG.

Nine hundred and one miners have resumed work at Chappell Colliery, County Durham, after fourteen days' strike, over a dispute concerning the measurement of work. They admitted they were wrong, and agreed to pay £1,000 damages. The settlement was announced at Gateshead Police-court on February 21st, and the summonses against the men were withdrawn.

It is as more the property of the soldiers at the front; and, generally speaking, it was more popular with the civilian population than with the Armies. However, "Tipperary" was, like many other war songs, true to type in being popularised by accident. This has happened in many wars. In the Spanish-American campaign the Americans matched to the tune of "There'll be a hot time in the town to-night." The Cubans believed it was the American national anthem. And in the earlier war with Mexico the favourite ditty was "Green grow the rushes O," which originated the name the Mexicans still call Americans by—"Gringos"—H.B.

HONGKONG
to
ENGLAND
via
CANADA.



CANADIAN NATIONAL RAILWAYS

Separate and distinct from
C. P. Ry.

A new, quick and economical route to go Home by.

Bookings made via all Steamship Lines from Hongkong, connecting with Daily trains from Vancouver B.C.

Fares booklets and all particulars gladly supplied on application.

CANADIAN NATIONAL RAILWAYS
Queen's Buildings, 3, Chater Road Phone C 2004.

HUGO STINNES LINIEN
OSTASIEN-FAHRT

PASSENGER SERVICE
HONGKONG TO NAPLES
ANTWERP, ROTTERDAM AND HAMBURG
via
MANILA, STRAITS, COLOMBO, SUEZ, PORT SAID.

SAILINGS FROM HONGKONG:
SS "CARL LEGIEN" ... on or about the 24th April.
SS "ADOLF VON BAYER" ... on or about the 26th May.

FARES FROM HONGKONG TO NAPLES:
FROM £71-UPWARDS
Only Cabin Class Accommodation Available.

REUTER, BROCKELMANN & CO.
AGENTS
25, Des V. Road Central. Phone Central No. 473.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION
LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"LONDON MARU" ... Wednesday, 30th Apr.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"CHICAGO MARU" ... Wednesday, 23rd Apr.
BOMBAY via Singapore and Colombo.
"SHUNKO MARU" ... Wednesday, 16th Apr.
"AMAZON MARU" ... Sunday, 20th Apr.
BANGKOK, SAIGON via SINGAPORE.
"BUSHO MARU" ... Thursday, 1st May
CALCUTTA via Singapore & Rangoon.
"HAGUE MARU" ... Saturday, 19th Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"BOBINO MARU" ... 13th
"ANNA MARU" ... 15th
"ALABAMA MARU" ... Sunday, 12th Apr.
NEW YORK via Japan Ports, San Francisco and Panama.
"HAWANA MARU" ... Beginning of May.
JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.
"ALABAMA MARU" ... Sunday, 13th Apr.
"ANDES MARU" ... Tuesday, 15th Apr.
KEELUNG via SWATOW & AMOY.
"AMAKUSA MARU" ... Sunday, 13th Apr. 11 a.m.
"KAIJO MARU" ... Sunday, 20th Apr. 11 a.m.
TAKAO via SWATOW & AMOY.
TAKAO & KEELUNG.
"BUSHO MARU" ... Wednesday, 16th Apr.
For further particulars please apply to—
OSAKA SHOSHEN KAISHA
K. SHIMA, Manager.
Telephone Nos. 4088, 4089, 4090.

JAPAN COAL
AND
GENERAL IMPORTS & EXPORTS
AGENTS FOR—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.
MITSUBISHI SHOJI KAISHA
(MITSUBISHI TRADING CO., LTD.)
HEAD OFFICE—TOKIO.
No. 14 PEDDER STREET HONGKONG.

NAVIGATIONAL DEVICES.

RELATIVE VALUE OF MODERN POSITION-FINDING INVENTIONS.

Old and modern devices were compared in a lecture given at the Royal Institution by Mr. F. L. Smith, director of scientific research at the Admiralty, on "Modern Navigational Devices." Mr. Smith said he proposed to speak on four navigational devices which were of a different character from the compass and gyro-compass, inasmuch as they were based on the acoustic and electro-magnetic properties of sea water and the directiveness of radio telegraphy.

Leader gear was very aptly termed, because it was for the purpose of bringing a boat into harbour in foggy weather when all lights and landmarks were invisible. An insulated cable about 30 miles long was laid from the harbour out to sea along the course most suitable for a boat to enter. A power station on land or lighthouse supplied an alternating current, and means were used to create an alternating magnetic field above the cable, and this above the cable, for the boat to take. There was installed on the boat detecting apparatus which consisted of a coil of wire placed on each side of the boat, and to these coils amplifiers and suitable listening equipment were attached. The ship detects the magnetic field so appreciably that the coil nearer the ship always receives the stronger signal, and so, when the two signals are equal in intensity, the boat must be above the cable and so on this desired course.

It was in the approach from seaward that the mariner needed most guidance, and Mr. Smith thought it very probable that a submarine bell would be attached to the seaward end of the wire in order that the path of the cable could be found when the boat was many miles away.

The cost of a leader cable and apparatus was very considerable, and Mr. Smith pointed out that, apart from the expense, it was obviously of no use in the open sea. Some method must be found that would enable a ship at sea to determine its position and be guided towards a leader cable. Two ways had been found for this, one, the first divisional wireless, and the second, which had been proposed by Prof. Joly, F.R.S., the transmission of two waves with different velocities, which had proved exceedingly accurate.

In the latter case the method is dependent on wireless and a knowledge of the velocity of sound in water, which has been calculated very accurately by the efforts of Dr. Wood and Capt. Browne. A sudden impulse, such as a discharge of gun cotton, was produced by the ship, and the pressure wave, which travels at the velocity of sound in water, is picked up by hydrophones arranged at known distances apart, and these were connected to a central station. Calculations were made with the data thus provided and the position of the ship found.

ECHO-SOUNDING GEAR.
Mr. Smith alluded to the fact that the ordinary method of echo-sounding had been in use for 2,000 years, and this had been proved to be very reliable. Now there was a tendency to replace the lead and wire by echo-sounding gear. A sound was created and was reflected by the ocean bed in the same fashion as echo was thrown back by hills or cliffs in air. The velocity of sound in water was known, and thereby the depth could easily be determined. This, however, is not accurate enough in shallow water, and Dr. H. C. Hayes, of America, had invented an angle method, arranged by two series of hydrophones, one well forward and one well aft which gave very good results.

DIRECTIONAL WIRELESS.
Coming to the best-known method of position finding, namely, by directional wireless, Mr. Smith pointed out that, although there was great suspicion of the reliability of directional wireless, and he thought justifiably so, since in some cases the apparent direction of a fixed station had been found to alter very considerably, a great number of navigating officers had found that there are conditions under which directional wireless gave very good results. It was very apparent that the conditions for reliability should be determined.

A very great difference was found between the results obtained from overland and over-sea transmitting, the overland in one case giving an error 10 deg. in the position of the ship, which was, of course, hopeless. Over-sea transmitting had been found to be fairly accurate, as the waves were not influenced by buildings, trees, railway lines, etc.

TO SAVE SUBMARINE MEN.

MEANS OF ESCAPE FROM SUNKER BOATS.

Commander Hozumi, Japan's authority on the construction of submarines, declares that the safest way of succouring the crews of submarines in case of sinking is to use the rescue suits invented in Germany last year. The Navy has already ordered some from Germany. To be able to use these suits the Navy has to equip submarines with special rescues, which are being constructed in the submarine now being built at the Mitsubishi and Kawasaki Dockyards in Kobe and at the Sasebo Naval Arsenal. The room looks like a bowl 3 feet in height and 4 feet in diameter placed upside down, with an entrance leading to compartments in the bow and stern, an escape at the top, and a water-feed cock on the side.

In the event of sinking, the men aboard a submarine are to put on the rescue suits and enter the special room one by one. The first man shut-up the entrance, and lets the water in from the water feed cock. The air pressure in the room becomes the same as the hydraulic pressure outside when the escape door in the ceiling automatically opens and the man gets out into the sea and floats to the surface. *Japan Chronicle.*

Putting aside all political prejudice, I do not think I am a particularly disreputable person. *Mr. Art O'Brien.*

WHY YOUR STOMACH FAILS.

AND WHY IT NEEDS THE AID OF MOTHER SEIGEL'S SYRUP.

There is scarcely a man or woman amongst us who does not occasionally feel "out of sorts." Nothing serious, probably, but quite enough to lessen our energy and happiness. Sometimes we blame the weather, or our work, or some little worry or trouble; and perhaps we are right, but only because these things will upset the stomach just as readily as unsuitable food or eating too quickly.

Experience proves that the stomach is easily affected—namely, deprived of its tone and efficiency—and if this state of affairs is not soon remedied, more serious troubles will follow quickly.

Is not this your own experience? When you feel "out of sorts" don't you find that one trouble seems to lead to another? In the first place, however, didn't your appetite flag? And wasn't your tongue furred? You should need no further proof of the fact that your stomach was to blame. And if the fault lies with your stomach, common sense tells you that the remedy which, for fifty years, has been most successful in restoring weak and jaded stomachs to strength and efficiency is the remedy most likely to do you good. That remedy is Mother Seigel's Syrup—known throughout the Empire as the best, the most successful, the most reliable and the cheapest remedy in the world for stomach and liver troubles.

Indigestion—which is only another name for the failure of your stomach, liver or bowels to do their duty properly—is a very real danger and menace to your health and strength. It robs you of the nourishment you should obtain from the food you eat. It leads the system with impurities which find their way into the blood, causing headaches, languor and often blotchy skin. It causes windy spasms before and after eating and lowers your vitality.

If you have digestive troubles, why not profit by the experience of others who take Mother Seigel's Syrup? There is nothing better for indigestion or for biliousness, constipation, flatulency, headaches and pains after eating. Not only does Mother Seigel's Syrup speedily banish these distressing symptoms of injured digestion, but it keeps them away.

Be guided by the experience of others who avoid the consequence of stomach and liver troubles—avoid the pain and discomfort of digestive disorders—by taking the Mother Seigel's Syrup whenever they feel the slightest tendency to stomach or liver troubles or have partaken heartily of food which might disagree with them. Mother Seigel's Syrup never fails them, and it won't fail you. Put it to the test to-day! If you prefer tablets to liquid medicine, the Syrup can be had in tablet form.—R. 322.

Flashes

of the Past

That is Just What Good Pictures are; They bring the Past back to Life.

Take Pictures To-day; To-morrow, and Everyday.

A. TACK & Co.,

26, DES VEXE ROAD,
CENTRAL.

LONDON BUYING AGENTS

"We offer you our services as buying agents for British or Continental goods. Established in 1844 but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Five expert buyers, with capable staffs, manage different departments, buying with greatest care every class of goods giving our customers all the advantage of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts."

KEYMER, SON & CO.,
Wholesale, London.
Telegrams "Keymer, London." Est. 1844.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
MANILA via AMOY	"SUISANG"	Saturday, 13th Apr. 11 a.m.	
SHANGHAI via SWATOW	"TINGSANG"	Sunday, 13th Apr. 7 a.m.	
HAIPHONG via HOIHOW	"LRESANG"	Sunday, 13th Apr. 10 a.m.	
SHANGHAI	"FOUSANG"	Saturday, 13th Apr. Noon	
SHANGHAI via SWATOW	"KINGSANG"	Tuesday, 16th Apr. 7 a.m.	
BANGKOK via SWATOW	"CHAKSANG"	Tuesday, 16th Apr. Noon	
TSINGTAU via SWATOW			
SHANGHAI	"RWONGSANG"	Wednesday, 16th Apr. 7 a.m.	
Kobe via MOJI	"LAISANG"	Thursday, 17th Apr. 4 p.m.	
BANGKOK via HOIHOW	"CHUNTSANG"	Friday, 18th Apr. 10 a.m.	
SHANGHAI via SWATOW	"YATSING"	Sunday, 20th Apr. 7 a.m.	
TSINGTAU via SWATOW			
SHANGHAI	"WINGSANG"	Wednesday 23rd Apr. 7 a.m.	
HAIPHONG	"CHIPSANG"	Wednesday, 23rd Apr. Noon	
TSIENTSIN	"MAUSANG"	Friday, 25th Apr. 1 p.m.	
SANDAKAN	"HOSANG"	Friday, 25th Apr. 7 a.m.	
Kobe via SHANGHAI	"KUTSANG"	Tuesday, 29th Apr. 3 p.m.	
STRAITS & CALCUTTA			

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kndat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Winiawei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about
Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS

TELEPHONE No. CENTRAL 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hong.	Discharges
"GLENARBY"	17th Apr.	"GLENOGLE"	22nd Apr.	
"GLENAMOIY"	18th May	Glenos, London, Rotterdam & Hamburg.		
"GLENAPP"	15th May			
"CARMARTHENSIRE"	29th May			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

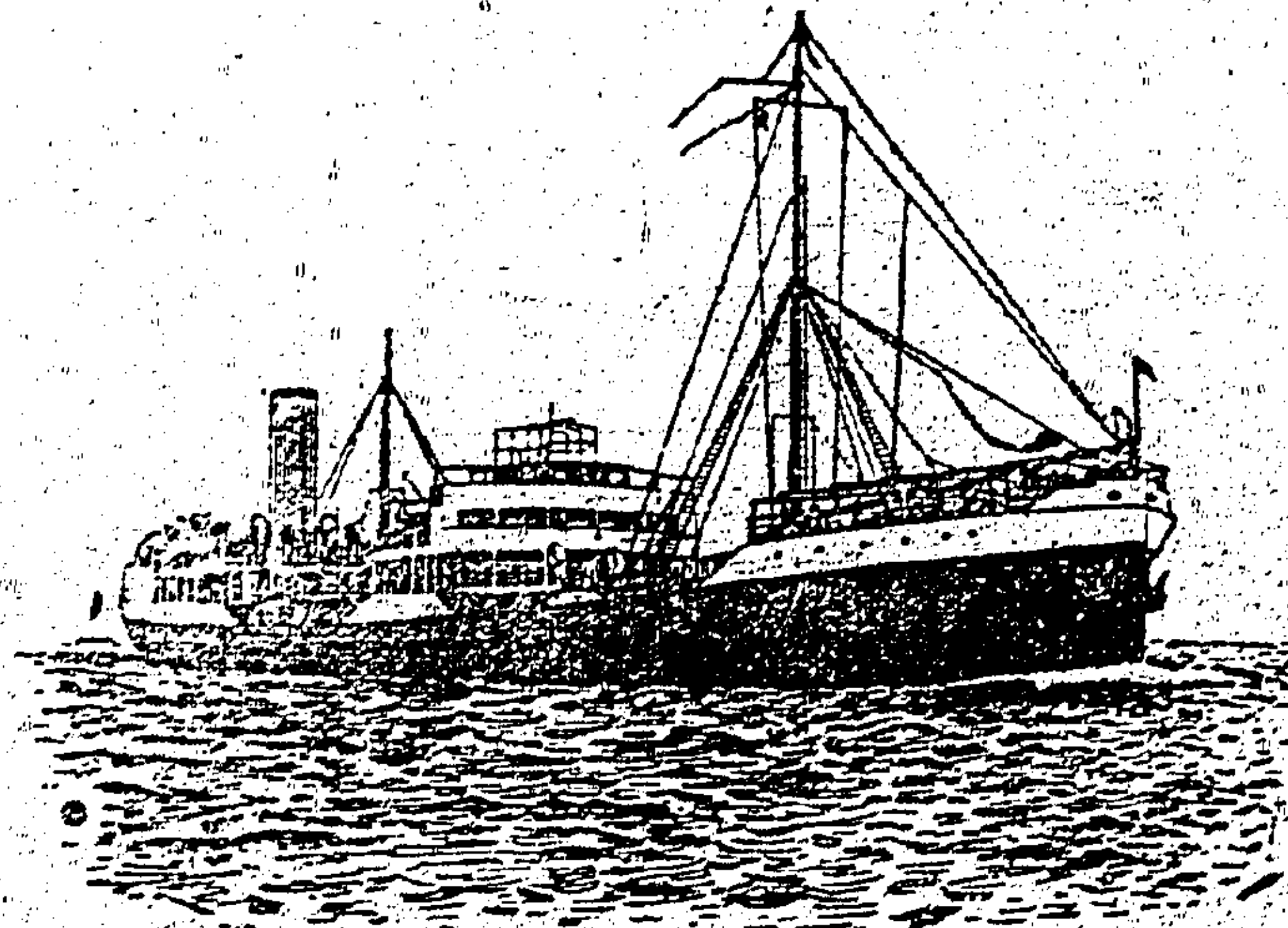
Telephones: Central No. 215 sub-ex. 23, and Central 3286.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1, A.R.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"
427' 0" x 58' 1" x 21' 0" 8,400 tons d.w. x 3,100 B.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order
of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built at these WORKS
to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER & Co., M.L.N.A., Kowloon Dock, HONGKONG.

SHIPPING NEWS

ARRIVALS.

April 10th.

Bushu Maru, Japanese str., 1,363 tons, Capt. U. Okubo, from Saigon, with a general cargo, lying at buoy No. C10—O.N.K.

Chushu Maru, Japanese str., 1,331 tons, Capt. H. Morimoto, from Shanghai and Swatow, with a general cargo, lying at Stenouffiers, N.Y.K.

Chung Hing, Chinese str., 219 tons, Capt. Leung San Kung, from Kwang Chou, with a general cargo, lying at Koi On wharf, Hong On S.S. Co.

Sekino Maru, Japanese str., 711 tons, Capt. T. Nakamura, from Kowloon, with a general cargo, lying at buoy No. C18—Y.K.K.

April 11th.

Aki Maru, Japanese str., 6,022 tons, Capt. N. Yokota, from Melbourne, with a general cargo, lying at Kowloon wharf—N.Y.K.

Autolys, British str., 4,539 tons, Capt. F. H. Towell, from Singapore, with a general cargo, lying at Holt's wharf, B. & S.

Benarick, British str., 4,271 tons, Capt. Lefebvre, from Manila, with a general cargo, lying at Kowloon wharf—Gibbs & Livingston.

Polina, British str., 2,225 tons, Capt. J. Thornton, from Asiatic Petroleum Co., at A.P. wharf, Asiatic Petroleum Co.

Hatchino, British str., 1,251 tons, Capt. A. H. Stewart, from Foochow, with a general cargo, lying at Douglas Co.'s wharf, Douglas & Lippitt Co.

Huragawa Maru, Japanese str., 1,867 tons, Capt. M. Matsubayashi, from Keelung, with coal, lying at buoy No. B31—M.B.K.

Kutichew, British str., 1,220 tons, Capt. F. A. Lovegrove, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. B13—B. & S.

Mohor, Chinese str., from Canton, lying at buoy No. C13.

President Jefferson, American str., 8,443 tons, Capt. F. E. Nichols, from Seattle and Shanghai, the latter port she left on April 9th, with a general cargo, lying at No. 1, Kowloon wharf—Admiral Oriental Line.

Saba Maru, Japanese str., 5,886 tons, Capt. I. Nitta, from Moji and Japan, with a general cargo, lying at Kowloon wharf—N.Y.K.

Tanda, British str., 1,220 tons, Capt. T. B. H. Whitbread, from Singapore, with a general cargo, lying at Kowloon wharf—Mackinnon, Mackenzie & Co.

SEANVHVED

April 10th.

Asaka, for Saigon.

Bushu Maru, for Canton.

Chushu Maru, for Saigon.

Chung Hing, for Canton.

Sekino Maru, for Canton.

Aki Maru, for Nagasaki.

Autolys, for Saigon.

Benarick, for Saigon.

Polina, for Saigon.

Hatchino, for Saigon.

Huragawa Maru, for Saigon.

Kutichew, for Saigon.

Mohor, for Saigon.

President Jefferson, for Saigon.

Saba Maru, for Saigon.

Tanda, for Saigon.

PASSENGERS.

ARRIVALS.

Per *S.S. "Hatchino"* on April 11th: Mrs. Walters and two children.

Per *S.S. "Chushu Maru"* from Australia, on April 11th: For Hongkong: Mr. F. N. Allen, Mr. and Mrs. Cartwright, Mr. E. Harris, Miss M. E. Harris, Miss J. E. Harris, Mr. G. V. Jackson, Miss A. M. Jackson, Mr. A. Y. R. Shaw, Mr. H. Vonderstegen, and Mr. A. Y. S. Wu.

SHIPPING MOVEMENTS.

The *S.S. "Moji Maru"* (Calcutta Line), left Kobe for Hongkong, via Moji, on April 9th, and is expected here on April 17th.

The *S.S. "Toyohashi Maru"* (Liverpool Line), left Singapore for Hongkong on April 10th, and is expected here on April 12th.

The *R.M.S. "Empress of Canada"* is due here here at 1 p.m. on the 14th inst. (Monday), and will berth at Pier No. 5, Kowloon wharf.

The *S.S. "Blue Funnel Line"*, arrived at London on the 9th inst.

The *S.S. "Tangier"* (Blue Funnel Line), arrived at New York on the 9th inst.

The *O.S.K. "Shunka Maru"* left Moji on the 11th inst., and is expected to arrive here on the 15th inst.

VESSELS EXPECTED.

Admiral Von Burger (Hugo Stinnes), due April 15th, 5-6 a.m.

Andros Maru (O.S.K.), due April 15th.

Andros Maru (M.M.), due April 16th.

Autolys (Blue Funnel), due to-day.

Benarick (Blue Funnel), due to-day.

Diomed (Blue Funnel), due May 2nd.

Empress (Blue Funnel), due May 13th.

Paul Jean (M.M.), due April 21st.

President Grant (Dollor), due April 14th.

President Grant (Admiral Oriental), due April 29th.

Tanda (B. & A.), due to-day.

President Polk (Dollor), due April 28th.

Sherida Maru (T.K.K.), due April 16th.

Theresa (Blue Funnel), due April 28th.

SHIPPING NOTES.

The master of the *S.S. "Yard Wolf"* reported on arrival in Hongkong the death of the ship's lamp-trimmer, a man 32 years of age, on the 2nd April whilst at sea. Death was probably due to heart failure.

JAPANESE SEAMEN'S WAGES.

THE N.Y.K. TO MAINTAIN THE PRESENT RATES.

Mr. Katsuyama, Kobe manager of the Nippon Yusen Kaisha, informed a *Japan Chronicle* representative that his company had decided not to reduce the allowances to its seamen as had been intended at the end of this month.

It will be remembered that the strike of five months ago was settled on the understanding that the old rates of remuneration should be continued till the end of this month. The dispute was over the "voyage allowances"—a form of extra remuneration instituted during the years of prosperity. The company proposed to reduce these by 50 per cent. The officers accepted the reduction, but the seamen went on strike. The reduction meant a difference of about 10 per cent. in their total remuneration. The men contended that the time was specially inopportune as many of them had lost all their possessions in the earthquake disaster. The company itself had lost heavily and pointed out that it was paying higher rates than any other firm. However, after several days of parleying the company agreed to keep the disputed amount of remuneration in force as "earthquake relief" and on this basis the dispute was to come to an end after April 1st. The company decided otherwise in the interim. It was generally expected that the seamen, who have the strongest individual union in Japan, would make an active protest if the reduction were enforced, but the company by keeping the old rates in force has averted the possibility of trouble.

Mr. Katsuyama attributed the company's decision largely to the generous disposition of the present board of directors.

CHURCH SERVICES.

St. John's Cathedral—Sunday, April 13th.

Holy Communion (Choral)—8 a.m.

Matins and Sermon—11 a.m.

Evening and Morning Service—7 p.m.

Prayer: The Chancel.

By kind permission of the Officer Commanding, the Band of the East Surrey Regiment will play the following, beginning at 5.55 p.m.

1—Symphony to Mendelssohn's "Hymn of Praise."

2—Aria—"The Sorrows"—Death.

Chorus—"The Night Mendelssohn of Departing."

3—Grand March—"The Queen of Sheba"—Gounod.

4—Grand March—"The Queen of Sheba"—Gounod.

5—Grand March—"The Queen of Sheba"—Gounod.

6—Grand March—"The Queen of Sheba"—Gounod.

7—Grand March—"The Queen of Sheba"—Gounod.

8—Grand March—"The Queen of Sheba"—Gounod.

9—Grand March—"The Queen of Sheba"—Gounod.

10—Grand March—"The Queen of Sheba"—Gounod.

11—Grand March—"The Queen of Sheba"—Gounod.

12—Grand March—"The Queen of Sheba"—Gounod.

13—Grand March—"The Queen of Sheba"—Gounod.

14—Grand March—"The Queen of Sheba"—Gounod.

15—Grand March—"The Queen of Sheba"—Gounod.

16—Grand March—"The Queen of Sheba"—Gounod.

17—Grand March—"The Queen of Sheba"—Gounod.

18—Grand March—"The Queen of Sheba"—Gounod.

19—Grand March—"The Queen of Sheba"—Gounod.

20—Grand March—"The Queen of Sheba"—Gounod.

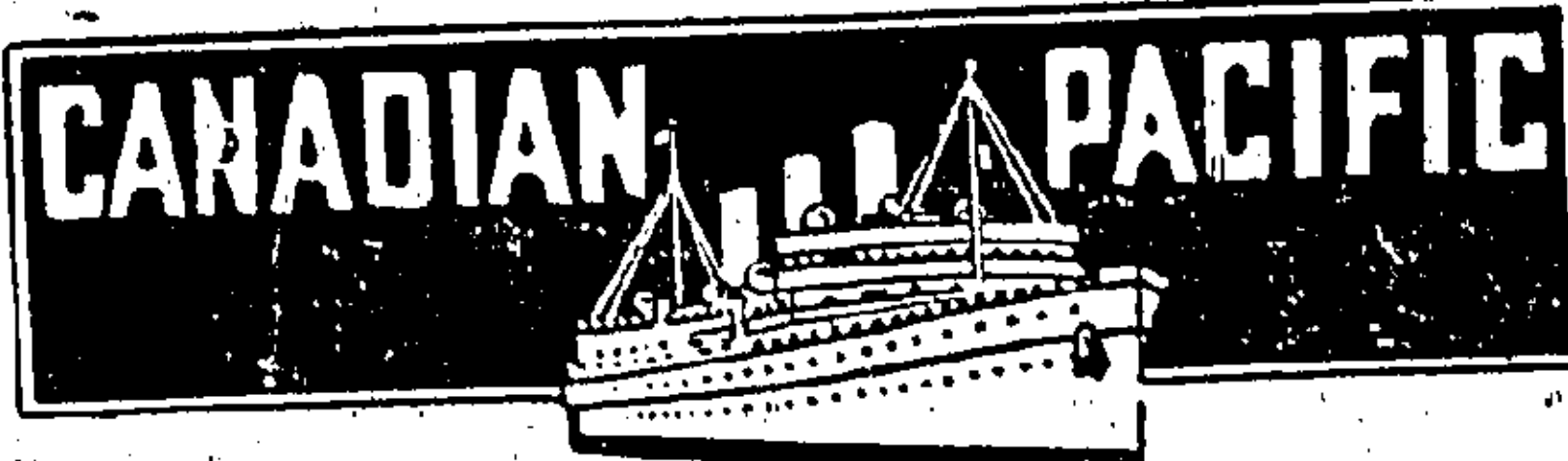
21—Grand March—"The Queen of Sheba"—Gounod.

22—Grand March—"The Queen of Sheba"—Gounod.

23—Grand March—"The Queen of Sheba"—Gounod.

24—Grand March—"The Queen of Sheba"—Gounod.

25—Grand March—"The Queen of Sheba"—Gounod.



HOME VIA CANADA

Hongkong to England

From	Due	From	Due
Hongkong	May 7	Canada	May 14
Shanghai	May 8	England	May 21
Nagasaki	May 9		
Kobe	May 10		
Yokohama	May 11		
Vancouver	May 12		
Montreal	May 13		
Quebec	May 14		

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allotment of cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE

From	Due	From	Due
Hongkong	May 2	Manila	May 9
Manila	May 3	Hongkong	May 10
Hongkong	May 4	Manila	May 11
Manila	May 5	Hongkong	May 12
Hongkong	May 6	Manila	May 13
Manila	May 7	Hongkong	May 14
Hongkong	May 8	Manila	May 15
Manila	May 9	Hongkong	May 16
Hongkong	May 10	Manila	May 17
Manila	May 11	Hongkong	May 18
Hongkong	May 12	Manila	May 19
Manila	May 13	Hongkong	May 20
Hongkong	May 14	Manila	May 21
Manila	May 15	Hongkong	May 22
Hongkong	May 16	Manila	May 23
Manila	May 17	Hongkong	May 24
Hongkong	May 18	Manila	May 25
Manila	May 19	Hongkong	May 26
Hongkong	May 20	Manila	May 27
Manila	May 21	Hongkong	May 28
Hongkong	May 22	Manila	May 29
Manila	May 23	Hongkong	May 30
Hongkong	May 24	Manila	May 31
Manila	May 25	Hongkong	June 1
Hongkong	May 26	Manila	June 2
Manila	May 27	Hongkong	June 3
Hongkong	May 28	Manila	June 4
Manila	May 29	Hongkong	June 5
Hongkong	May 30	Manila	June 6
Manila	May 31	Hongkong	June 7

Passenger Department: Tel. 772. Cables: GACANPAC. Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

Via HONOLULU—THE PARADISE OF THE PACIFIC.

REDUCED FARE TO EUROPE.

First class throughout. £120. £112-£110. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO. VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS. SEIKYO MARU ... 22,000 tons, Apr. 23rd (from 6'hai).

SERIKO MARU ... 22,000 tons, May 5th to Kobe Direct.

TAIYO MARU ... 22,000 tons, May 20th to Kobe Direct.

TEIKO MARU ... 22,000 tons, May 25th to Kobe Direct.

KOREA MARU ... 22,000 tons, June 14th, 1924.

HONGKONG TO VALPARAISO. VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO.

SAN PEDRO, MANZANILLO, BALBOA, CALIAO, MOLLEND, ARICA AND IQUIQUE.

THENCE BY TRANS-ANDREAS ROUTE TO BUENOS AIRES.

STEAMERS. ANYO MARU ... 18,700 tons, Apr. 24th.

SEIKYO MARU ... 14,000 tons, June 10th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to: Y. TSUTSUMI, Manager, King's Building, Tel. Nos. C. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BAHAMAS and other SPANISH PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 17th May.

For SHANGHAI and JAPAN PORTS.

S.S. "C. LOPEZ Y LOPEZ" ... 28th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewardess and Doctor carried. For Freight and/or passage apply to: BOTELHO BROS., Alexandra Building, Hongkong.

O. D. BARRETO, 28, Central Avenue, B.O. OATON.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT JEFFERSON" ... Apr. 22nd.

"PRESIDENT GRANT" ... May 4th.

"PRESIDENT MADISON" ... May 16th.

"PRESIDENT MONROE" ... May 23rd.

"PRESIDENT JACKSON" ... June 6th.

TO EUROPE—£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" ... Apr. 12th.

"PRESIDENT GRANT" ... Apr. 27th.

"PRESIDENT MADISON" ... May 7th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to: ADMIRAL ORIENTAL LINE, Hongkong and Shanghai Bank Building (Ground Floor).

Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

PACIFIC MAIL STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT CLEVELAND" ... May 7th, at 8 p.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.	YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIGARA FALLS.
LOS ANGELES		
SALT LAKE		
CHICAGO		
NEW YORK		

HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Apr. 27th, at Noon.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GILPEN" ... Wednesday, April 16th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, QUEEN'S BUILDING, HONGKONG.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 3322. HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports—Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America: £3405, £3420, £3440.

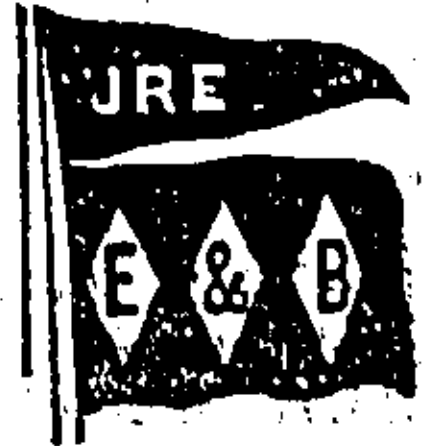
IYO MARU ... Thursday, 17th Apr., at 11 a.m.

SEIDZUOKA MARU ... Wednesday, 14th May, at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CAIRO" ... 17th April ... Mars, L'don, R'dam, & Hamburg.
 "CITY OF CHRISTIANIA" ... 30th April ... Do.

PASSENGER SERVICE.

"CITY OF CAIRO" ... 17th April ... Mars, L'don, R'dam, & Hamburg.

FARES TO LONDON.

Single 1st Class "A"...£92. "B"...£84. 2nd Class "A"...£62. "B"...£58.
 Return "A"...£161. "B"...£147. "A"...£108. "B"...£98.
 Cargo Steamers, Saloon Passage £82.

NOTE—Particularly Cheap of Passage Rate by Cargo Steamers.

For further particulars, apply to—

THE BANK LINE, LTD.

(Tel. Central 750).

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KNARESBRO" ... via Suez Canal ... 21st Apr.
 S.S. "KEENUN" ... via Suez Canal ... 1st May.
 S.S. "CITY OF ORAN" ... via Suez Canal ... 11th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M.

MESSAGERIES MARITIMES

M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgk. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZON	—	—	13th April
ANGKOR	—	—	27th April
CHAMBERLAIN	—	—	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... £95. 0s. 0d. B CLASS (1st Class) ... £83. 0s. 0d.
 STEAMERS 12nd ... £68. 0s. 0d. STEAMERS 12nd ... £60. 0s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "CAPITAINE FAURE" leaving for HAVRE, ANTWERP & DUNKIRK about the 15th of May.

S.S. "COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due to arrive about the End of April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

2) CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

*HAIHONG ... Capt. Ellis Walker ... Friday, 18th Apr., at 1 p.m.
 *HAIPHONG ... Capt. W. S. Turnbull ... Tuesday, 22nd Apr., at 1 p.m.
 *Calling at Swatow for Passengers only.

Arrivals and Departures from the Company's Wharf (near H'ako Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PRINCELINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "CELTIC PRINCE" ... 22nd April.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 312.
Telegrams (Furnprice)(Incorporated in Great Britain)
St. George's Building.P. & O., British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,553	16th April	Singapore & Bombay.
"NELLORE"	5,553	17th April	Mars, L'don, A'werp & R'dam.
"PADUA"	5,507	18th April	Singapore & Bombay.
"CHINA"	7,919	19th April	Marseilles, London & Antwerp.
"SUDDAN"	6,893	28th April	Spore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"MIRZAPUR"	6,715	7th May	Spore, Colombo & B'way.
"PLASSY"	7,436	17th May	Mars, London & Antwerp.
"KASHMIR"	8,953	24th May	do.
"SICILIA"	8,413	25th May	Spore, Penang, Colombo & B'way.
"KRIVA"	9,097	31st May	Mars, London & Antwerp.
"KASHGAR"	8,840	14th June	Spore, Penang, Colombo & B'way.
"SUDDAN"	6,893	23rd June	Mars, L'don, & A'werp.
"MOREA"	10,911	28th June	do.
"KARMALA"	8,098	12th July	Spore, Penang, Colombo & B'way.
"SICILIA"	8,413	2nd July	Mars, L'don, & Antwerp.
"MALWA"	10,941	26th July	do.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	6th Sept.	do.
"KASHMIR-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,953	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,840	1st Nov.	Mars, L'don, & A'werp.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,001	15th April	Singapore, Penang & Colombo.
"JAPAN"	6,032	25th April	do.
"TANDA"	4,955	2nd May	do.
"TAKADA"	6,949	25th May	do.

EASTERN- AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	20th Apr.	Manila, Sandakan, Thursday
"KASPERN"	4,043	28th May	Manila, Sandakan, Braganza,
"ARAFURA"	6,040	2nd July	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TANDA"	6,955	13th Apr. D.L.	Moji & Kobe.
"PLASSY"	7,425	15th Apr.	Shanghai, Moji & Kobe.
"KRIVA"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,949	25th May	do.
"SICILIA"	8,413	13th May	Shanghai.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,040	7th June	Moji & Kobe.
"SUDDAN"	6,893	11th June	Shanghai.
"KARMALA"	8,098	18th June	Shanghai, Moji & Kobe.
"MALWA"	10,941	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	8,413	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	23rd July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	6th Aug.	Shanghai, Moji & Kobe.
"KASHMIR-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,953	3rd Sept.	do.
"ARAFURA"	6,040	6th Sept.	Moji & Kobe.
"MOREA"	10,911	19th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	8,098	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.L.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2½ ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Rates, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOI, SWATOW & SINGAPORE	"KAYING"	On 15th Apr. 4 p.m.
SHANGHAI	"ICHANG"	On 15th Apr. D.L.
SWATOW & SHANGHAI	"CHANGHONG"	On 15th Apr. 11 a.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 15th Apr. 6 p.m.
AMOI & SHANGHAI	"YINGCHOW"	On 15th Apr. D.L.
SWATOW & BANGKOK	"KIANGSU"	On 15th Apr. 2 p.m.
SWATOW, SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"CHUNGKING"	On 15th Apr. 4 p.m.
SHANGHAI	"SHANTUNG"	On 16th Apr. D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 16th Apr. 4 p.m.
SHANGHAI	"SUIYANG"	On 17th Apr. D.L.
SHANGHAI	"HANYANG"	On 18th Apr. D.L.
SHANGHAI	"SZECHUEN"	On 19th Apr. D.L.
HONGKONG	"CHENAN"	On 19th Apr. 10 a.m.
SHANGHAI & TSINGTAO	"KANCHOW"	On 20th Apr. D.L.
SWATOW & SHANGHAI	"HUNAN"	On 20th Apr. 4 p.m.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fuzhou), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thurs. Is. & Aus. Ports.
"TAIWAN"	26th April	1st May

This Steamer is fitted with Refrigerating Machinery, covering a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to—

BUTTERFIELD & SWIRE.

Telephone No. Central 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "DACRE CASTLE" ... Sails on or about 6th May.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "AUSSA"	...	Sails about 22nd April.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 4th May.
S.S. "SILVIO PELLICO"	...	Sails about 1st June.
S.S. "NIPPON"	...	Sails about 3rd June.
S.S. "ROSANDRA"	...	Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA"	...	Sails about 26th April.
S.S. "FIUME"	...	Sails about 8th May.
S.S. "NUMIDIA"	...	Sails about 11th May.
S.S. "AUSSA"	...	Sails about 4th June.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 7th June.
S.S. "SILVIO PELLICO"	...	Sails about 4th July.
S.S. "NIPPON"	...	Sails about 8th July.
S.S. "ROSANDRA"	...	Sails about 7th August.

* Cargo only.

NATAL LINE OF STEAMERS.

FOR CALCUTTA COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Telephone Central 1030.

Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Ivan"	...	Due Hongkong 15th Apr.
U.S.S.B. "West Sequana"	...	Leave Hongkong 17th Apr.
U.S.S.B. "West Sequana"	...	One Hongkong 28th Apr.
U.S.S.B. "West Sequana"	...	Leave Hongkong 28th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

FOR MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "West Prospect" ... Due Hongkong 11th Apr.

U.S.S.B. "West Prospect" ... Leave Hongkong 13th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR BATAVIA, SEMARANG AND SOERABAYA.

U.S.S.B. "West Farallon" ... Due Hongkong 25th Apr.

U.S.S.B. "West Farallon" ... Leave Hongkong 26th Apr.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building,

Phone No. Central 2028.

G. P. BRADFORD,

Res. Agent.

(122)

